

Guernsey's good at talking

HMS GUERNSEY's Communications Department has been awarded the Redifon Trophy for its performance last year.

The Island-class offshore patrol Vessel started 1997 with post refit trials and Basic Operational Sea Training resulting in a 'Good' assessment for the Comms Dept.

During her subsequent fishery protection tasking the ship regularly took part in exercises, one of which required constant secure communications with 30 Signal Regt stationed in the Gulf.

In March the Guernsey co-ordinated a large-scale search and rescue operation. The ship's three communicators maintained constant communications with a total of 17 vessels including fishing boats, rig support vessels and merchant ships. Contact was also required with SAR helicopters, MPA and the Maritime Rescue Co-ordination Centre at Aberdeen.

"Each challenge has been met cheerfully, professionally and effectively," concluded the citation.

The Guernsey has also recently been awarded the Chubb Trophy for excellence in damage control and fire fighting.

Long trek down for Tigers

IN A break from Operation Bolton in the Gulf a 25-strong party from 814 Naval Air Squadron – the 'Flying Tigers' – made the most of a visit to Augusta, Sicily by scaling the heights of Mount Etna.

Timing the ascent to coincide with sunset, the sight of volcanic eruptions by night proved well worth the effort.

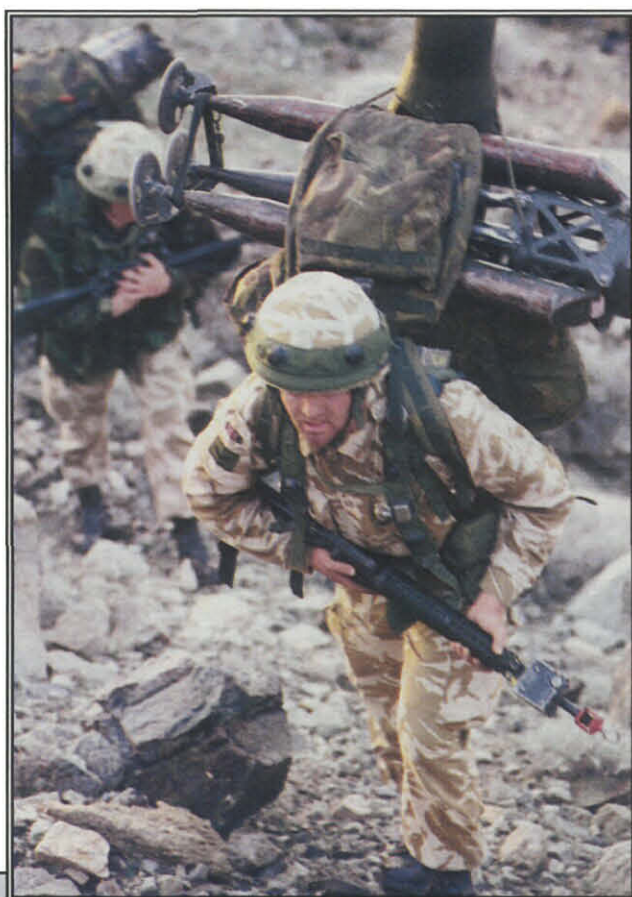
"The trek to the main crater, just below the 11,000ft summit, enabled spectacular views of one of the more active vents," Lt. Adrian Marquis told *Navy News*.

"The only drawback of witnessing such natural splendour being that the cable car which ascends half-way up the mountain had long closed by the time the party descended..."

Tournament discounts

THE ROYAL Tournament is offering special discounts for members of the Armed Forces and their families during the first week of the show – July 21-24.

Phone the box office on 0171 244 0244 for details



● Capt Nick Lindley, RM, CO of Alpha Coy Group, watches his men go into action during Operation Killing Fields in the Mojave Desert. Above left: loaded down with Dragon and AT-5 anti-tank missiles, the Marines yomp to the top of the ridge line. Above right: Watched by his US Army colleague, RM Commando Dominic Dunn launches a (simulated) AT-5 onto a doomed M1A2 Abrams Main Battle Tank. He scored five kills out of five launches. The black discs on their helmets and chest harness are the laser sensors of the Multiple Integrated Laser Engagement System (MILES). The black boxes on the end of the Marines' rifles send an accurate pulse of eye-safe laser energy at the target when a blank round is fired. When hit, the MILES sets off an alarm and disables the target's weapon systems.



Pictures: LAPHOT Ian Goodban

Heavy mob in the Mojave

I AIN'T seen nothing like this, man ...

This was the constant refrain of Alpha Company, 40 Cdo RM's US Army liaison officer as he watched them in action in the Mojave High Desert, California.

Loaded down with AT-5 and Dragon anti-tank missiles, M60 and Minimi machine-guns, they were viewed with incredulity as they yomped with huge bergans up the side of a ridge-line which dominated the battlefield of Operation Killing Fields.

The 120 men of Alpha Coy, led by Capt Nick Lindley, had been



inserted behind enemy lines by Huey helicopters at ultra low-level, under cover of darkness.

In the ensuing firefights they overcame main battle tanks, helicopter gunships and several armoured fighting vehicles.

Following their global exercises Ocean Wave and Desert Song, 40 Cdo's sights have been targeted on their lead Commando role within the Joint Rapid Reaction Force.

From kit maintenance to weapon practice, the Taunton-based Marines have been preparing for the possibility of short notice deployment anywhere in the world – and training in the Wild West as Task Force Angel has been part of the process.

They formed airmobile light infantry whose mission was to create havoc as part of the resident enemy 'OPFOR' at the US Army's Fort Irwin National Training Centre – a multi-billion dollar battle range better known as the backdrop for the exploits of John Wayne and as the set of the film *Independence Day*.

Said Capt Lindley: "This has been the acid test of our fighting capability – in effect we are firing live rounds at each other using laser beams and the experience has proved an excellent work-up for our rapid reaction role."

Added CSM Eric Conway: "Working with and against the US Army has been a tremendous opportunity to demonstrate our specialist commando skills whilst learning about our allies' equipment."

"This is especially important considering the possibility of future multi-national operations, and as ever we are very grateful to our American hosts."

Marines of Bravo and Charlie Companies plan to visit Fort Irwin later in the year – for the sequel to *The Empire Strikes Back*.

TROUBLE SHOOTER MISTAKES A SMUGGLER



HMS NEWCASTLE, the Royal Navy's West Indies Guard Ship, was involved in a dramatic rescue when a potential drug smuggler was revealed to be nothing more than an innocent coaster with a broken down engine.

The MV Christel was on passage between St Kitts and St Lucia when the trouble developed. She had been adrift for three days before the Type 42 destroyer arrived and her ten passengers and crew, including two young children, were beginning to fear for their safety as food and water started to run out.

Initially, a team of engineers, led by CPO Tim Clay, was sent over to attempt a repair. It soon became apparent that the only solution would be to take the vessel in tow to the nearest island, St Kitts, 60 miles away.

The Newcastle's Commanding Officer, Cdr Nick Lambert, said: "Taking another vessel in tow is always a potentially tricky operation. However, it's something we train for regularly, and when you consider that these poor people had been adrift for three days, out of radio contact, and with young children on board, it real-

ly was the only option.

"We decided that the children probably needed spoiling after their ordeal, so we brought them on board and showed them the ship and helicopter before filling them with Coke and ice cream."

The Newcastle assumed duties as West Indies Guardship in December and has remained on constant stand-by to assist in the event of further volcanic activity on Montserrat.

She has also been working closely with United States Law Enforcement agencies in counter narcotics operations.

During a visit to St Lucia she provided a 24-man guard for the island's Independence Day parade.

● A 4.5in shell leaves the barrel of HMS Newcastle's Mk8 gun during a high seas firing in the West Indies.

By popular demand – a new Naval library

A MAJOR Naval library for Hampshire, the Hampshire Naval Collection, was opened at Gosport last month.

Leader of the County Council, Cllr Freddie Emery-Wallis, said it had been provided, at a cost of £50,000, in response to the huge interest in naval matters shown by the people of Hampshire, often because they have been in the Royal Navy, Royal Marines or Merchant Navy.

Authors would find it invaluable, as would serving personnel engaged in research tasks as part of their training.

Genealogists whose families have had naval connections would find the Navy lists and biographies particularly useful.

The collection at Gosport Library is based on material

acquired over many years at Gosport and has been enlarged through the purchase of further new, second-hand and antiquarian books.

It includes files of *Brassey's Naval and Shipping Annual 1886-1933*, the series of *Jane's Fighting Ships* from the turn of the century, volumes of the *Naval Review*, *Navy Records Society* and *Campbell's Lives of the British Admirals* published in eight volumes in 1812.

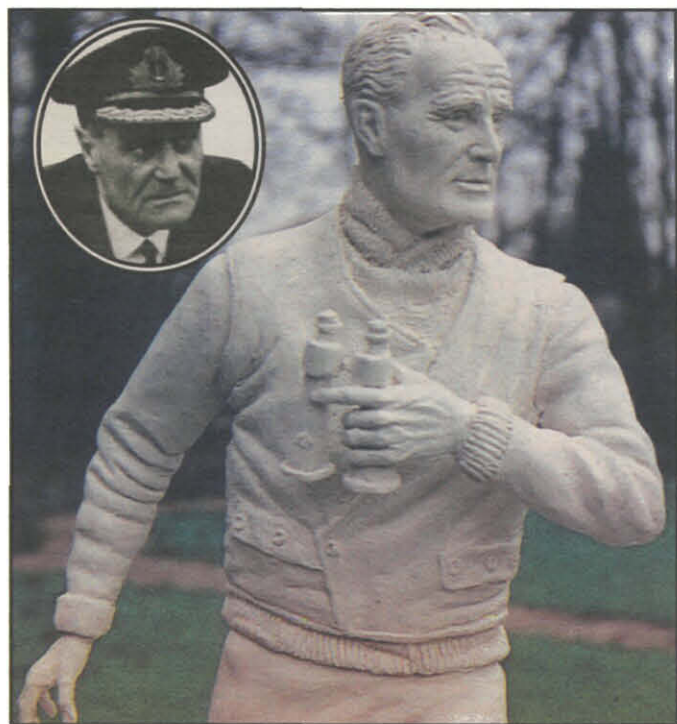
A rare set of the *Naval Telegraph* which is in poor condition is of particular interest and the war years are being conserved and rebound.

Further purchases of sea charts, official publications and

new media such as CD ROM will extend its appeal. The Council intends to focus future development on those aspects of naval science with which the Gosport peninsula has been closely associated – such as submarines, naval medicine, aviation and ordnance.

When the project is complete, the harbour area will be host to three significant libraries of naval literature – the others being the Royal Naval Museum Library and the Portsmouth City Naval Collection – which will form a major focus in the UK for the social, biographical, architectural, scientific and military history of the RN.

Statue to Walker of the Atlantic



DESIGN for a statue of the man who did most to win the Battle of the Atlantic, Capt 'Johnnie' Walker, CB, DSO***, is unveiled by *Navy News* this month.

Vice Admiral Michael Gretton, who has been leading the £50,000 project to honour the greatest of all the Allied escort group commanders, described the maquette by leading Liverpool sculptor Tom Murphy as 'wonderful'.

"The Battle of the Atlantic was absolutely critical to the Allies' success – and the critical person at sea was Capt Johnnie Walker," said Admiral Sir Peter Gretton DSO** was another of the RN's great escort group commanders.

Permission had been given for the statue to be erected at the pier head at Liverpool, nearest Albert Dock.

Like so many men of action, Walker's pre-war career was unremarkable – hardly helped by his specialising in the then little-studied field of anti-submarine warfare.

But World War II at once found him in the thick of action as Staff Officer (Operations) to Flag Officer (Dover) Admiral Bertram Ramsay and he was heavily involved in the evacuation from

Dunkirk.

He then led the 36th Escort Group, commanding the sloop HMS Stork, notably conducting convoy HG76 from Gibraltar to the UK and fighting off a group of seven U-boats. These – four of which were destroyed in the process – sank the escort carrier HMS Audacity, two merchant ships and another escort. It was well short of the damage they had anticipated inflicting and was perhaps the first major reverse the U-boat arm experienced.

Walker was ashore from April 1942 to Spring 1943, passing on his experience to others. Promoted to Captain, he led the 2nd Escort Group out of Liverpool in HMS Starling. In less than a year he had accounted for another 15 U-boats. But in July 1944, after being involved in supporting the D-Day landings, he died ashore after a stroke which the doctors put down to stress and overwork. He was 48.

Write c/o The Billington Group, 4th Floor, Cunard Building, Pier Head, Liverpool, L3 1EL for further details.

□ **Tom Murphy's 'Johnnie' Walker shows him wearing his trademark waistcoat.**



Cor! It's 'er from Corry!

Watch out, Des – now the Navy's homing in on your reluctant bride, Samantha!

More used to pulling pints at the Rover's Return, Coronation Street star Tina Hobley gets to grips with the RN stand at the Birmingham Boat Show.

Photo: Paul Thomas, Post Studios Ltd.

Homes to go in surplus release

SURPLUS quarters given over to Annington Homes this year will affect families at Gosport, Plymouth, Portland and Bushey, London.

A number of RN and RM families on the Hardway, Laira, Plumer, St Budeaux, Westcliffe and Bushey estates have been asked to move to alternative quarters and have been given at least six months notice.

They have the chance to state their choice of time and place, taking into account deployment patterns and schooling. Special arrangements will be made for those whose spouses are away during this period and families will be entitled to removal expenses and disturbance allowance.

The MOD sold all its family quarters to Annington Homes in 1996. Of these some 55,055 were sold on a 999 year lease and under-leased back to the MOD for 200 years. The Defence Housing Executive continues to manage and maintain these.

Currently around 12,000 are empty and while many of them may be required in the future at least 4,000 have been identified as permanently surplus.

Part of the original contract was

that some 700 would be released to Annington's each year. But the Navy is keen to avoid the destruction of "patches" by peppercorning civilians and Service personnel and the contract also specified that either whole estates or distinct groups of houses should be released.

A spokesman for the DHE told *Navy News*: "We are doing everything possible to make the process as painless as possible."

Flagged upside down

WE WERE inundated with phone calls and letters last month after readers spotted WOM Melanie Coon from HMS Manchester bearing the British standard at the 30th anniversary of the NATO Standing Naval Force Atlantic ceremony at Lisbon.

The flag was upside down. We understand that this abomination was handed to her, furled, just two minutes before the ceremony, so it wasn't her fault!

JACK ET JACQUES La visite de l'Amiral

(On board le FS Courbet à Brest)

'Quel Admiral est il, then Jacques – le vôtre ou le mien?'
'Le nôtre. Mais ce ne matter pas un jot, Jack. Ils sont tous le même. Ils croyons que tout le monde smells of fresh paint.'

'Je hope so! Nous avons spent l'entière semaine painting ce bleeding bateau. Quel fantastique exchange duty this is! Et quel stealth ship, eh? L'ennemi, il does not have to be Cyrano de Bergerac avec l'énorme hooter to sniffer nous out. C'est un over l'horizon job un homme avec un nasty head cold could hack quand le vent est dans le right direction!'

'Oui, j'agree ... Mais silence! Il vient! Je vous en prie, Jack, do not let moi down à ce suprême moment de ma vie. L'Amiral, il est bound to vous adresser, comme le seul représentatif du RN ici.'

'D'accord, Jacques. Pas de worries. Vous can compter sur moi. Je serai l'essence de tact, dans le grand tradition de nos Forces Armées.'

'Oh merde ...'

(L'Amiral monte le gangplank et trouve Jack et Jacques à l'attention).

'Ah – c'est vous, Jack! Je suis enchanté de faire votre connaissance!'

'Le plaisir est tout mine, mon Amiral!'

'Mmm ... J'espère que nous sont looking after you alright? Pas de complaints about la cuisine ou le vino?'

'Non, pas du tout, sir.'

'Excellent! Et qu'est-ce que c'est, votre spécialité, Jack?'

'Je suis un humble matelot, mon Amiral – mais je can turn ma main à anything.'

'So je vois – vous avez made un splendide paint job avec notre FS Courbet, je must say.'

'Merci beaucoup, sir. Mais venez à l'autre side du bateau, où j'ai commencé un petit experiment en camouflage.'

'Camouflage?'

'Oui! J'étais inspiré par par votre merveilleuse école d'Impressionnistes.'

'Vous astoudez moi ... Oh ma sainted tante! Tous les tiny spots de bleu et vert et jaune! Il ressemble un explosion dans un usine de Dulux!'

'Exactement – c'est le pointilliste technique de Seurat, ça! Et vous connaissez Vincent Van Gogh? L'homme qui a lopped off son lughole? Il est mon favorite, est Vincent. Regardez ceci, around l'anchor – où j'ai painted un grand sunflower!'



(L'Amiral est led dans un swoon au Wardroom pour un restauratif cognac).

Illustrations par *TWAG*.



Drafty... FAA, Regulating and PT Section

It's good to talk - but it's writing that gets results

ITS GOOD to talk - at least that's what a well known advertising campaign would have us believe.

The Naval Drafting Directorate (NDD) recognises the importance of personal contact, promoting a key management objective of open, friendly and informative drafting.

The challenge Drafty faces is that while personal communication remains an essential element of business it can stifle and often interrupt drafting staff who need time to concentrate on drawing together personal preference, manning and the professional details on which drafting decisions will be based.

Filtering calls

Phone calls during these planning phases add significantly to the time required to complete the task and reduces NDD's capacity for general discussions with customers on career and drafting enquiries.

It would be most helpful, therefore, if manning issues were filtered locally. Divisional officers, UPOs and local manpower control staff have a breadth of experience on drafting and should be able to address a large proportion of your queries and concerns.

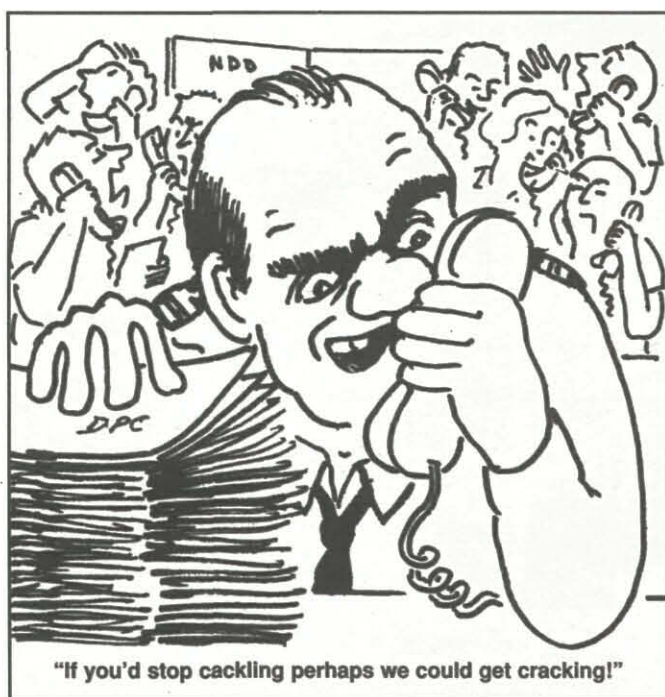
Where there is a need to contact NDD, remember that the directorate manages advancement and drafting issues separately.

Queries on advancement and rosters should be therefore be directed to the advancement section on extension 2498.

Should you have a preference for a particular unit or billet it helps Drafty enormously to be advised in writing via a C240 rather than on the phone.

This ensures that your preference is logged and considered alongside other volunteers.

With respect to adquals, if you feel that a professional course has been missed from the list on the back of a draft order, this should be discussed with the unit which ran the course and awarded the



"If you'd stop cackling perhaps we could get cracking!"

adqual since they will need to authorise a change to your personal records.

Finally, draft order distribution is the responsibility of the drafting control office. The drafting section can confirm whether a draft has been issued, but queries relating to incorrect distribution, non receipt and requests for extra copies should be directed to extension 2532.

Falling pass rates

The professional examination for POAEM(R) and (L) is not normally a drafting issue, but the falling pass rate is beginning to bite and if the trend continues there will be significant shortages by the end of the year.

The opportunities could not be better for the ambitious LAEM seeking advancement and a corresponding pay rise.

The rosters are DRY. Take full advantage of local training facilities, attend the AETSB brief for PE candidates and above all, ensure that you are properly pre-

pared for what is a demanding examination leading to tangible rewards.

The sea roster

Included within the Naval Drafting Regulations is a sector on the sea roster, but how does it work in practice, given the often competing requirements, to provide a fair and well-understood method of selecting personnel for sea service?

Firstly, in discussing the topic, the ground rules should be initially examined. Each branch has one sea roster per rate. Your sea availability date (SAVDATE) determines your position on the roster. The date is adjusted on completion of sea service, taking into account any time when you have been drafted temporarily ashore, medically unfit or to attend a leadership course, for example.

The calculation is based on a graduated scale according to your rate, with the higher rates qualifying for a greater adjustment. Your SAVDATE is also carried forward

to the next roster on promotion or advancement, and all new entrants are given a SAVDATE on completion of training which places them on top of their specific sea roster.

In practice, not everyone at the top of a sea roster can be drafted to sea, let alone in the order that they appear on the list. For example, NDD would not draft ratings who have insufficient time to the end of their engagement, or those who are medically unfit.

NDD also takes account of your position on the advancement roster and any requirement to complete a career course in advance of going to sea. Additionally, NDD tries to respect continuity requirements which are authorised in numerous shore billets on schemes of complement. These continuity billets have been highlighted in recognition of the time, training overhead or critical nature of the billet which require the incumbent to remain in post for specified periods of time, and normally range from 18 to 36 months.

Personnel in numerous branches are also streamed to take advantage of particular skills and experience, even though they may co-exist on the same roster. Within the FAA this inevitably breaks down into adquals and experience

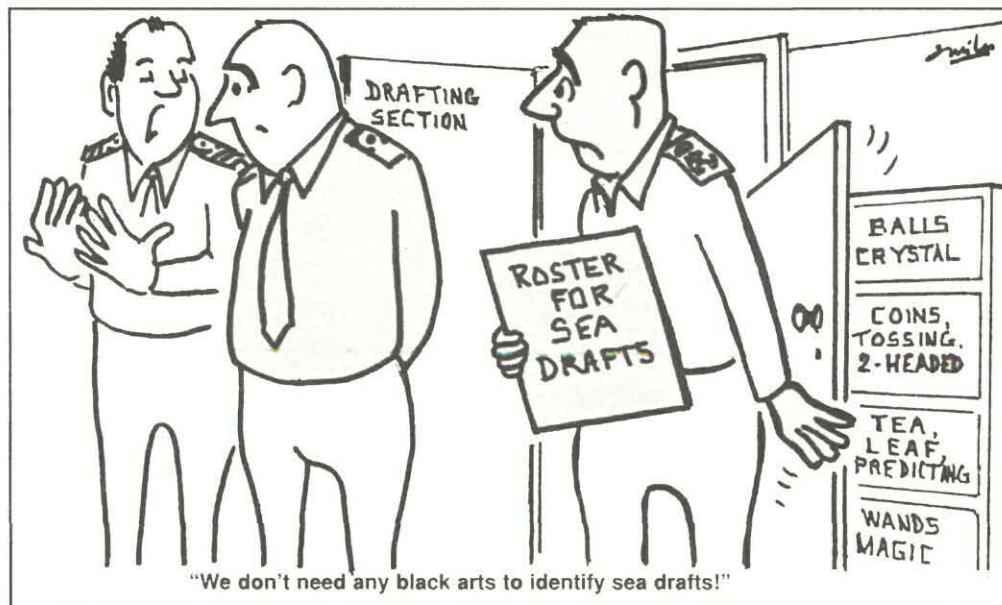
associated with particular aircraft or equipment.

Your drafting officer will take account of your professional background and preferences when nominating you for sea service, although the two are not always compatible. Those personnel who have applied for drafts via C240 are considered first since it would be sensible to draft volunteers who are content to go to sea early out of turn before taking personnel from the top of the sea roster, although the later category generally forms the larger proportion of those being drafted.

Misconceptions

Recognising the selection process, it will be appreciated that you are unlikely to be drafted to sea in the precise order that you appear on the sea roster, although you should expect to be drafted at roughly the same time as other eligible ratings from your branch who occupy a similar position on the roster.

Hopefully, this will clear up any misconceptions which exist about how NDD uses the sea roster to fulfil drafting requirements. It is not such a 'black art' as it is sometimes made out to be!



"We don't need any black arts to identify sea drafts!"

Appointing and drafting responsibilities

DRAFTING responsibilities within the Fleet Air Arm, Regulating and PT Drafting Section have been re-allocated. The new-look section is as follows.

□ Warrant Officers: Cdr Bob Reeder on 2125.

□ Aircrewmen, a/c handlers, controllers, METOCs, photographers, SEs, regulators and PTs: Lt Cdr Roger Grove on 2049.

□ All FAA technical ratings, small ships flights: Lt Cdr Ken Tapping on 2121.

□ Small ships flights, METOCs, Office Manager: CPOAEM(M) Jan Whitcombe on 2144.

□ Aircrewmen, a/c handlers, a/c controllers: POWWTR Jo Webb.

□ Regulators, PTs and photographers: POWWTR Colin Johnson on 2969.

□ FAA technical S/Rs (M trade) and SEs: POWWTR Kim Derbyshire on 2065.

□ FAA technical S/Rs (L&R): POWWTR Bridget Beale on 2123.

□ FAA Technical Able Rates: LWWTR Joanne Goldby on 2124.

□ FAA Technical Leading Rates: LWWTR Adie Peters on 2358.

□ Office Administration: Miss Kelly Williams on 2274.

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Southampton's refit is on track

HMS SOUTHAMPTON is undergoing a major refit in Rosyth after covering almost 200,000 miles since her last overhaul.

During her last commission, the ship's varied duties included several tours in the Gulf and disaster relief at Montserrat.

The significant maintenance package which is being carried out by Superintendent Ships, FOSF and Babcock Rosyth Defence Ltd will also see a major upgrade of her Combat Command System.

Southampton's ship's company has dropped to just 30 for the refit, and the last member of her operational crew to leave was her CO, Cdr Duncan Potts.

Cdr Potts was carried away from the ship in style - on the footplate of Babcock Rosyth's own diesel locomotive - while a section of the Royal Marines Band Scotland played *When the Saints go Marching In*.



● Lt Cdr Duncan Potts (centre) boards Babcock Rosyth's own diesel locomotive as he says farewell to HMS Southampton's refit team, led by Lt Cdr Keith Furlong.



Facts and figures

Class: Landing Ship Logistic (LSL)
Pennant number: L3036
Builder: Hawthorn Leslie Shipbuilders Ltd of Hebburn-on-Tyne
Port of registration: London
Lloyds classification: +100 A1 +LMC Class 1 RO-RO Passenger
Launched: October 4, 1967
Commissioned: March 23, 1968
Displacement: 5,674 tonnes
Length: 125.5 metres
Beam: 18.2 metres
Draught: 4 metres
Ship's company: 52
Machinery: Two ten-cylinder four-stroke turbo-charged Mirreles National diesels (9,400hp) plus one 400hp bowthruster
Speed: 14 knots (normal), 16 knots (maximum)
Range: 8,000 miles at 15 knots
Capacity: 350 troops plus their equipment and vehicles
Aircraft: One spot for Sea King or Lynx aft, one spot for Chinook, Sea King or Lynx on main vehicle deck

BATTLE HONOUR

SOUTH ATLANTIC1982

● Versatile vessel – Sir Percivale, part ro-ro ferry, part landing craft.

Sir Percy always in great demand

LANDING ship Sir Percivale has been in great demand during her life – and not just with the Royal Navy.

The 5,674-tonne Royal Fleet Auxiliary (RFA) vessel – officially a Landing Ship Logistic or LSL – has seen service across the world, serving with NATO and UN forces as well as British.

She entered service with the RFA in 1970, and was stationed in the Pacific Ocean for a number of years.

She was designed to support amphibious operations by landing troops, tanks, vehicles and other heavy equipment in port or directly on to a suitable shore.

To achieve this, Sir Percivale has a number of special features, including doors in the bows and stern for rapid loading and unloading, and a shallow draft which enables her to be beached – she is thus part roll-on, roll-off ferry and part landing craft.

Routine work for Sir Percivale and her four sister ships would be freighting Army equipment overseas, normally Germany-bound vehicles through her home base of Marchwood military port and Antwerp.

But she has also played an important role in the major flashpoints involving British maritime forces in recent years, including the Falklands War.

In 1982 Sir Percivale was one of the first ships to sail for the South Atlantic, and was in the forefront of the amphibious assault on San Carlos.

She was also the first ship to enter Stanley harbour after the Argentinian surrender.

During the Gulf War the ship was deployed on various duties, remaining in theatre for the duration of the conflict.

She has also deployed on a number of occasions to the Adriatic in support of British forces operating in the former Yugoslavia.

The last two years have yielded a typical programme of exercises and tasks for the ship.

In August 1996 she sailed to Cyprus, where she embarked troops and equipment which were transported through the Suez Canal to Aqaba in Jordan for a joint UK/Jordanian field exercise.

She returned from the Red Sea via Cyprus and Gibraltar to join Exercise Green Wader, the first amphibious exercise carried out by the newly-formed Amphibious Squadron of the Joint Rapid Deployment Force.

November 1996 brought a chance for the ship to make her first visit to her adopted town of Fowey, an affiliation having been set up in 1994.

Last year was a particularly busy year for the ship and her crew of 52 civilian officers and ratings.

Early in the year she sailed with the Ocean Wave task group, and Sir Percivale was in Hong Kong for the official handover of the colony to China on June 30.

Indeed, when the Royal Yacht and HMS Chatham sailed, Sir Percivale took up station at the rear of the line, and was therefore the last

grey ship to leave Hong Kong.

She had been berthed at Stonecutters Island, on the Kowloon side, for almost a month, acting as a logistics base for the last British forces in the territory, accommodating the Royal Navy ceremonial guard, the Royal Marine Band and acting as a base for the flight of Sea King helicopters from 846 Naval Air Squadron.

Her visit coincided with the 15th anniversary of the loss of the RFA Sir Galahad and the bombing of RFA Sir Tristram during the Falklands War.

Both ships had Chinese crew members at the time, and at a special ceremony Sir Percivale's commanding officer, Capt P. Roberts – who commanded Sir Galahad when she was attacked – laid a wreath in memory of those who died in the war.

Other tasks on Ocean Wave included carrying elements of 40 Commando to Brunei for amphibious exercises, and then transporting part of 42 Commando to Singapore and Thailand.

On leaving Hong Kong she ferried final items of military equipment, and escorted the ships of the Hong Kong Squadron to the Philippines.

When she returned from the Far East, Sir Percivale underwent a short period of maintenance, but the last two months have seen her back on exercise with three sister LSLs.

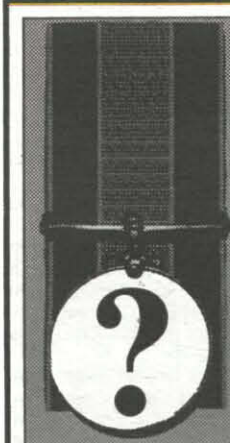
The ships were part of the Royal Marines winter deployment in Norway, which was followed by Exercise Green Wader, including amphibious landings in the Norwegian fjords.

This slotted into Exercise Strong Resolve, when the LSLs joined an amphibious task group which practised landings in France and Spain.

'... Sir Percivale took up station at the rear of the line, and was therefore the last grey ship to leave Hong Kong...'

'During the Gulf War the ship was deployed on various duties, remaining in theatre for the duration of the conflict.'

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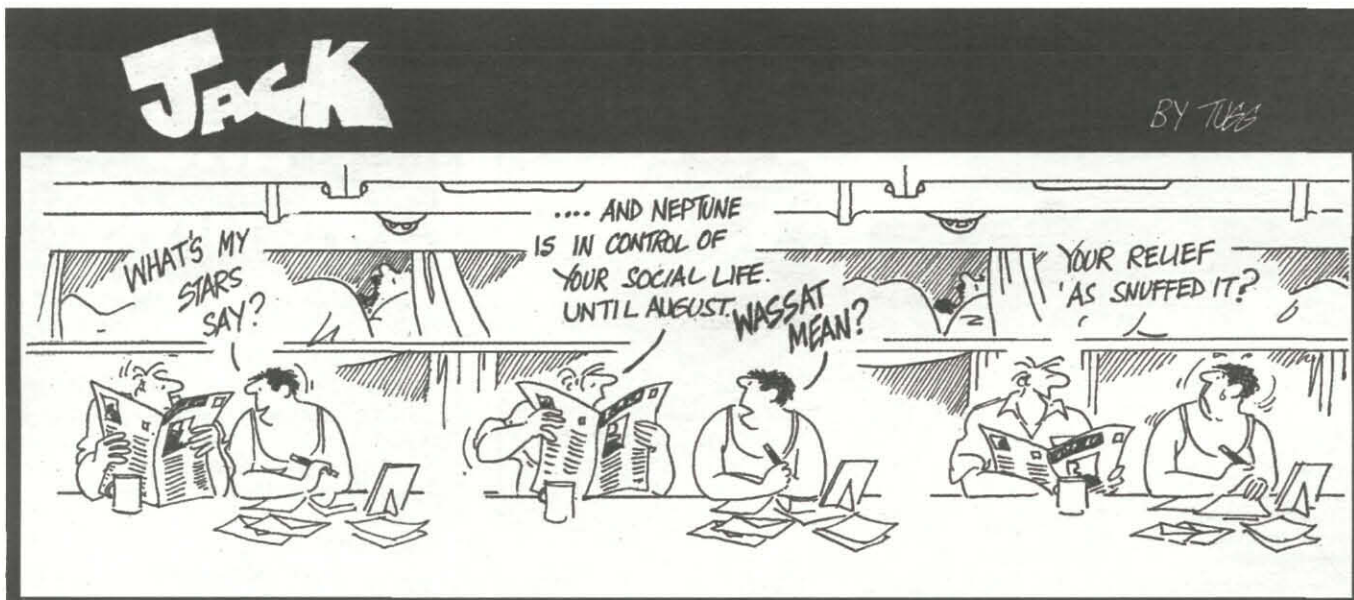
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Pictures in the mind

DURING a visit to the Boat Show I glanced through *Navy News* and became full of nostalgia at the sight of HMS Quorn in the September issue.

In mid-1944, aged 18, having just successfully completed the crash course for Radar Mechanics, I was drafted to a destroyer depot ship moored in the Solent – a cockroach-infested ex-cruise ship *The Empress of Russia*.

This was just after D-Day and very busy, with many destroyers with faults and damaged gear. I was put on board the Quorn one day to repair the radar and was unsuccessful in finding the fault in the time available.

The skipper was not pleased and made me aware of the fact. I remember the rattle of the anchor and the click of the Aldis lamp as a signalman asked the 'Empress' what to do with this useless mechanic. Was he to stay on board during their proposed Channel patrol or did they want him back? If the latter, the launch would have to be quick.

The Quorn was actually under way when I boarded the dinghy. The following day, during the interval at a cinema, I saw a column inch in the local newspaper reporting the total loss of HMS Quorn and crew – a mine was thought to have been the cause. – **J. Norbron**, Penrhynedraeth, Gwynedd.

THE PICTURE of HMS Malcolm and Wolverine with their U-boat capture in December issue brought back memories I have of both these two.

During the 1942 Pedestal convoy to Malta, as an HMS Eagle survivor I was picked up by the Malcolm. Later, on a very dark night, we were escorting the carriers back to Gib when Wolverine switched on a searchlight – and dead ahead, broadside on, was a submarine with men on her deck.

Wolverine rammed and there were no survivors this time (I learned after the war it was Italian).

Wolverine was badly damaged and I cannot remember how she got back to Gib. But my memory is clear concerning the tot I got when picked up by the Malcolm – to whom a belated thanks. – **A. D. Pigott**, North Walsham.

'Soft' names that are bad for morale

AS MEMBERS of the ship's company of the only frigate in the Fleet to have a remotely hard-as-nails name, we would like to protest at the general fluffiness of current ship naming policy.

In this age of political correctness, are we to continue the trend towards inoffensive, soft and cuddly and occasionally downright dull ship naming?

At present, all escorts in the Fleet, with the exception of Brave, Boxer and Iron Duke, are named after fluffy animals (Beaver) or picked at random from the road atlas of Britain.

Only minority groups, such as Death Stars and submarines, get a look-in at sounding remotely aggressive or 'in yer face'.

Recent missed opportunities, such as Bulwark, Albion and Ocean, continue the established trend towards neutral names. The new Trafalgar class has followed suit and, although named after laudable qualities, is still less than punchy.

This has got to stop. It is bad for morale and presents a poor impression on overseas visits. You cannot maintain the credibility of the Service by turning up in a foreign country in a ship which sounds like it's named after a shopping centre (HMS St Albans).

The introduction of the Type 42 replacement is an ideal opportunity

to reverse this damaging trend. Apparently this will be the Daring class, which is a good start. It will go downhill if this is followed by Delight, Dainty and Duchess, which are traditional but completely soft.

We recommend Dreadnought, Dauntless, Dominant, Devastation, Defender, Dragon to be followed by the second batch of E class: Excalibur, Enforcer, Emperor, Endeavour, Exultant and Extreme, as opposed to the suggested Empress and Emerald.

To conclude, many would seem to want to skirt around the fact that the Navy actually has anything to do with fighting.

We feel that if we are required to go to war, the least we can expect is to head off with the advantage of sounding 'well hard'. – **CESM Office**, HMS Brave.

Coconut coverall

I WAS in a Daring-class destroyer and the galley flat had been picked up by the Captain on his Saturday rounds. The following Saturday an extra sweeper had been sent in as a back up.

All was cleaned from top to bottom, including the dusty cable trays overhead.

Unfortunately, Manchester Tart for all the messes had been laid out in the flat and a layer of dust had spread over the custard.

The Chief Cook, on being told of the disaster, calmly produced a tin of multi-coloured dessicated coconut which he liberally sprinkled on top.

The ship's company nearly all enjoyed the sweet that day. – **T. Smith**, Whitstable, Kent.

Crazy rules are not giving me the DTEs

AS A MARRIED home owner living in the Portsmouth area I am curious as to the rationale behind the entitlement to Daily Travelling Expenses.

If I lived in subsidised public accommodation (ie, married quarters) and assuming I travelled at least three miles to work, I would get every penny refunded, no questions asked.

Paradoxically, as I pay a mortgage and consequently have less disposable income, not only would I be expected to pay for the first nine miles myself but in the first instance I would be required to negotiate my way through a set of regulations so complex and convoluted that they would appear to be geared so as to ensure *nobody* gets DTEs!

The usual argument is that MQ dwellers get no choice as to where they will be housed. This is not strictly true because you know that as an officer you will either get Hill Head or Cosham, or as a rating, probably Rowner or Paulsgrove. Therefore it is obvious that whatever the location, you would still be well within "reasonable travelling distance" (Navy definition 50 miles) wherever you are placed!

I think this situation is inequitable, morally unfair and an insult to home owners throughout the Fleet. – **Name supplied**, HMS Invincible.

Cuckoo in the nest

THE LETTER 'Martyr to early RDF' by A. A. Macdonald (February issue) and his references to Pat Strathy and Professor Burton emphasise the Canadian influence in RDF.

The cruiser HMS Sheffield was the first ship of the RN to be installed with RDF, albeit in its initial stages, in 1937-38. The scientist John Logie Baird visited her in August 1938 to see it in operation, although it was July 1940 before the first RDF officer, the Canadian A. L. Hurley, joined the ship.

Admiral Somerville was once heard to remark that he wouldn't have liked to go on the Malta convoy without the 'cuckoo-in-the-nest'. – **C. Adams**, Lancaster.

A VERY early example of RDF usage came in 1940 when HMS Belfast went into dock for repairs. Her 4in and close range weapons were removed and fitted on to Foylebank, turning her into an armed merchant cruiser manned by an RN crew. She was fitted with the latest RDF, manned by mainly civilian scientists and used flashless ammunition.

Her task was to leave Portland at dusk, scour the Channel for minelaying aircraft and re-enter harbour at dawn.

We did so well that the Germans sent a massive bombing group to sink us on July 4. Many of the crew were lost, including some of the scientists – and LS Jack Mantle, who was posthumously awarded the Victoria Cross. It was later suggested that the only mistake we made was to return to the same buoy at Portland every morning. – **D. Seaman**, Gosport.

I HAD the honour to serve in HMS Valiant from 1939-42. We were fitted, I think, with a Type 289 RDF. Together with *Illustrious*, *Calcutta* and *Coventry* we passed through the 'Narrows' operation H.A.T.S. in August 1940 and brought the first RDF to the Mediterranean Fleet.

Among our officers was SLT Ernie Apps, RCNVR. He was our RDF wizard and it was with his guidance that the stopped cruiser *Pola* was picked up on the screen and the scene set for the Battle of Matapan. – **F. G. Jennings**, East Preston, W.Sussex.

Fine Home Service

WE would like to take the opportunity, through your pages, to praise the Royal Sailors Home Club, Portsmouth for their attention during our Golden Wedding celebration.

The organisation and service were superb. The staff made us so welcome and added to the happiness of the day. – **J & B Wilson**, Portsmouth.

Abandoned in a backwater – MMS 191



IN THE January issue you announced that plans to restore the last Motor Mine Sweeper, MMS 191, had to be abandoned due to lack of funds.

I went across to Stokes Creek and took photographs of her to give to the Minesweeping Museum at Queensborough, for their records.

It occurred to me that *Navy News* might like to include a print – and perhaps ask readers if there are any other MMS, lying in some backwater? – **C.R. Polglaze**, Rainham, Kent.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.



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Letters



IT WAS with great interest that I read the article about HMS Monmouth going to the aid of a sick man on Tristan da Cunha (January edition).

It brought back memories of when HMS Leopard went there for a different emergency, when the volcano erupted in October 1961. I was there. How many of us watched the recent programme about the island on BBC2, I wonder? — R. Andrew, Nottingham.

HMS Leopard's 1,600 mile dash across the South Atlantic from Simonstown, South Africa to the stricken island produced one of the best pieces of reportage Navy News has ever carried — by an unidentified member of her ship's company.

Hastily loaded with 16 tons of emergency stores — everything from blankets to bin nails, tarpaulins to split peas — she sped off to a pinpoint on the chart reported to be in the throes of a volcanic eruption "that could have been about to disappear in the best krakatoa-type fashion."

The disturbances had begun in August as earth tremors of varying intensity. Rock falls from the cliffs had continued until October 8, when cracks appeared in the ground at the eastern end of the settlement. The volcano finally erupted two days later — and by the afternoon of October 12 all 257 inhabitants had been put on the Dutch liner Tjisadane and sent off to Cape Town. HMS Leopard passed her on the way — most of the crew lining the port side to cheer the bewildered refugees:

"It was a touching scene as we parted in the gathering gloom, us not knowing quite what to expect at Tristan and the islanders not knowing quite what to expect at Cape Town. At 1000 on Friday 13, a dark cloud on the horizon began to take shape which soon could be identified as the 7,000ft cone of Tristan da Cunha, at a distance of 40 miles.

"As we approached, the world's loneliest island subtly rose out of the sea ahead. It was not until we were 15 miles off that we could see smoke rising from the northern edge.

"Nestling at the foot of a 2,000 ft cliff at the back of the settlement was what looked like a Black Country slag heap that was emptying a column of white smoke into the air. It was only when one looked down to the canning factory at the water's edge that one realised how large the cone was. To the right was a cluster of crofts which formed the settlement, and below them on the green slope which extended from the base of the cliffs were white bungalows.

"We could see cattle grazing quietly in the fields and the sea birds wheeling in flight about us. All was quiet and peaceful, the air of drama being given by the pall of smoke that hung in the breeze ..."

HMS Leopard's task was to salvage valuable and personal belongings, embark the heavy gear from the canning factory — and destroy the island's dog population.

"The saddest tale was told by the dog destruction party. The

original plan had been to round up the dogs and shoot them through their heads as painlessly as possible. Unfortunately, after the first few had been despatched, the dogs all became timid and would not come near the party. It was found by painful experience that the .22 rifles were not sufficient to kill a dog outright from any range, and so the destruction had to be stood over until the next day when a party of marksmen could be landed with .303 rifles.

"The dogs were all of the collie type. At a guess I would say that they were crosses between alsatian and collie. I found that to shoot a dog even with a heavy calibre rifle at close range required an immense concentration to keep a steady hand. After the dog was dead, a feeling of nausea prevailed and it was necessary to remind myself that it was an essential task if the island was to be of any value in time to come."

Two ten-week-old puppies were spared to be taken on board the Leopard — where they were duly christened 'Tristan' and 'Cunha'. Some 200 sheep and cattle were left behind — and a stock of tinned food for fishermen who might call as they plied the crayfish trade around the island.

"We sailed at dark, taking a last look at the glowing volcano where the rocks were now reaching the path down to the canning factory and getting close to the first cottages . . . The trip back to Cape Town was made more interesting by all-out efforts to raise a fund for the islanders so that they would have some spending money on their trip back to the United Kingdom."

Tabletop tortoise

THE PICTURE of the encounter by the Marines with the giant tortoise on St Helena (January issue) brings back memories of an event which is probably linked.

When returning from Singapore in HMS Finwhale in 1971, commanding officer Lt Cdr M. Farr, we called at Mahe in the Seychelles. When the Governor ascertained that one of the scheduled stops on our return trip to UK was to be St Helena, we were asked to 'ferry' a baby giant tortoise.

The reason we were told was that it was hoped eventually it might be able to mate with the then only resident giant tortoise, which was reputed to have been on the island at the same time as Napoleon Bonaparte.

I wonder if one of those displayed in the picture was the one in question?



● October 1961: HMS Leopard (above) made a 1,600 mile dash across the South Atlantic to the stricken island of Tristan da Cunha. Inset: "Nestling at the foot of a 2,000ft cliff at the back of the settlement was what looked like a Black Country slag heap that was emptying a column of white smoke into the air."

If so, it has another claim to fame as being possibly the only giant tortoise to have dived in a submarine. It was about three to four inches long when it arrived. Whilst on board it spent most of the time on the chart table with obvious comments about additional hazards that required special orders to navigators!

After leaving the Seychelles we called at Mombasa and spent Christmas and New Year alongside HMS Triumph and then on to Simonstown for a self-maintenance period before landing AB Submariner Tortoise in early February 1972. — V. C. Richards, Redditch.

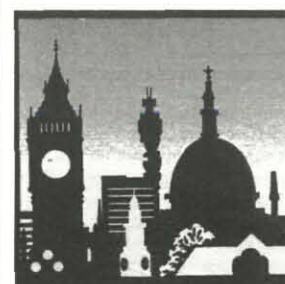
Jonathan, the famous giant tortoise of St Helena, is still going strong at Plantation House, as HMS Monmouth's Marines have confirmed. HMS Finwhale's mission apparently followed that of RFA Sandusky in 1969, which delivered a number of lady tortoises to Jonathan for the purpose described above (reported in our June 1996 edition by Admiral Sir William O'Brien).

We understand from St Helena that there has been no progeny to date. Jonathan is the sole survivor of three giant tortoises imported to the island in the 19th century. One of the other two died in 1877 and its shell is preserved in the Natural History Museum in London. The second died in 1918 when it fell from a cliff. Both of these came from Mauritius.

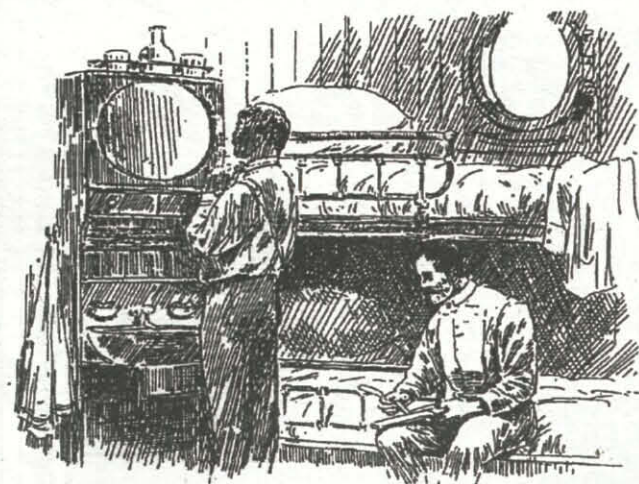
Some records state that Jonathan hailed from the Seychelles, but this is not known for certain. It is said he arrived in 1862 — and also that he is a living link with Napoleon, but no one knows the truth about that, either. He was said to be mature on arrival, ie about 50, which would mean he was born ten years before Napoleon's death. His current companions are Myrtle (49), Speedy (40 plus), Emma, David (both 26) and Fredrika (23). — Ed

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Sad duty for sailors sent to Tristan



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News in Brief

Like father, like son

FATHER was there to congratulate son when trainee AEM Steven Jones passed out from HMS Raleigh.

LA Kevin Jones, presently serving at RN air station Culdrose, leaves the Navy on July 7 this year – Steven's 17th birthday.

And to return the compliment, Steven joined the Navy on October 6 last year – his father's birthday.

Our man in Sussex

A NATIVE of Sussex has been appointed regional coordinator for the Royal Star and Garter Home, Richmond, covering Sussex.

Lt Cdr Michael Kent RNR recently retired after 31 years with NatWest Bank, and served with the Sussex Division RNR, which has now closed.

Engineers pay visit

TEN retired engineer officers have visited HMS Sultan, the RN School of Engineering, to celebrate the 60th anniversary of their entry into the Navy.

Commodore of Sultan, Commodore Malcolm Shirley, had a particular interest in welcoming them, as he is the son-in-law of one of the visitors, Cdr Tom Dyer.

The rest of the party was Capt David Garstin, Cdrs John Pegler, Bob Cooper, Peter Barry, Ron Wadman and Dennis Bourne, and Lt Cdrs Ian Dalzell, Robby Pearson and Tony Holmes.

They were treated to a tour of the base, and the day ended with a reunion dinner.



● Flight crew – Gerry Jones (left) at the controls of the Sea King Simulator with Cdr Colin Douglas.

Gerry brushes up his pilot skills

FORMER Army Air Corps pilot Gerry Jones proved he had lost none of his skills when he took the controls of the Sea King simulator at RN air station Culdrose.

It was the first time he had been at the controls since he lost his sight in a helicopter crash almost 30 years ago.

The visit was arranged by Cdr Colin Douglas, who is Gerry's long-distance running guide, the pair raising thousands of pounds for the Cornwall Association for the Blind.

"Gerry is a natural pilot and the trip brought back all of his pilot skills. He's forgotten nothing," said Cdr Douglas after the hour-long 'flight'.

"In spite of never hav-

ing flown in a Sea King helicopter before, he managed all phases of the trip including take-offs and landings, and just for good measure we carried out a few emergency drills as well.

"He coped magnificently – he is a real pro."

Gerry's thoughts were simple: "It was brilliant. I must try the real thing."

Gerry and Colin are in training for their next fund-raising feats, which in the next two years should include another London Marathon, the Boston Marathon and the Marathon Les Sables – six marathons in eight days in the Moroccan desert.

They also plan a round-Britain trip with Gerry at the controls of a light aircraft.

Ark sailors make tracks

A GROUP of sailors from Ark Royal tried their hands with some Army hardware on a visit to strengthen links with the Royal Armoured Corps.

The 14 Arkies were entertained at Bovington training camp, where tank drivers, gunners, loaders and commanders are taught using simulator technology as well as the real things.

After familiarisation with the camp and equipment, the group was set loose on the tank simulators.

"The simulator consisted of a compartment as would be found in

a real tank, and the driver sat with his head up out of the hatch to view a panoramic TV screen," said AB Nick West.

"The screen would display the terrain and the driver would set off using the controls in the 'tank'.

"The process was monitored by the instructor who would guide the student and inject problems. The scenery could also be controlled by the instructor.

"When our group drove, the Captain, Cdr Lewis, managed to get a runaway tank which would not slow down, and I managed to get stuck in some trees."

The group then moved on to training tanks, with a cab instead of a gun turret, and tackled a training circuit, jumping ditches and crossing bridges.

After lunch the Arkies tested their skills on a computer-simulated gunnery range.

The day was rounded off by observing a Challenger 2 tank carrying out a live shoot at the Lulworth ranges, with the tank

running at speed as it traversed the target.

An invitation has been extended by the Arkies to return the compliment, and plans are being made for the Army to visit Ark Royal, currently in Portsmouth Naval Base.



● Getting a feel for a tank – one of the Arkies gets to grips with the hardware at Bovington camp.

Loyal Navy News correspondent dies

ONE OF Navy News' most loyal readers and correspondents, Mrs Lillian Collins, has died at the age of 94.

In 1994 Mrs Collins wrote a letter describing her memories of the 1911 Fleet Review at Spithead.

This we published – and later invited her to our 40th birthday party hosted on board HMS Invincible.

Thereafter the carrier became "her ship".

She was kept up to date with the ship's news; Mrs Collins' room

at her home at Yardley Gobion, near Towcester, became a shrine decorated with her latest photographs.

And in her letters to the Editor she said she was night-ly remembering

Invincible in her prayers whenever the carrier headed for trouble spots, such as the Adriatic and, just lately, the Gulf.

With her last Christmas card to Navy News she enclosed a photograph of herself, aged two, dressed in a sailor suit.



● C/Sgt Chris Gould.

SSAFA goes on the march

SSAFA Forces Help is marching into the future to a new sound.

SSAFA – the Soldiers, Sailors, Airmen and Families Association – has adopted a march written by C/Sgt Chris Gould RM, now serving at Lympstone.

The idea for the march Yesterday, Today and Tomorrow started when Chris took the Volunteer Band of HMS Neptune to a local event and Douglas Ramsey, of SSAFA Renfrewshire, suggested SSAFA could do with some music to raise their profile.

The march has already won a national competition, and has stirred interest at BBC Radio and Classic FM.

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● Taking charge – the new Commanding Officers of HMS Dasher, Lt Sue Moore (standing) and Lt Melanie Rees at the First Patrol Boat Squadron base in Portsmouth Naval Base.



People in the Gulf



● **Big cat** – the tiger head Sea King helicopter from 814 Naval Air Squadron, seen at RN air station Culdrose, as painted by LAEM Tony Hoing (inset, below). Lt Chris Barber (inset, above) provides similar services for 849 A Flight.

Nose art flourishes

NOSE ART – the culture of decorating the noses of aircraft which was widespread during the Second World War – is flourishing again in at least two Royal Navy Sea King Squadrons.

Thanks to the artistic skills of Lt Chris Barber of 849 Naval Air Squadron's A ('Aardvark') Flight, and LAEM Tony Hoing of 814 'Tiger' Squadron, the aircraft of

the units on board HMS Invincible have acquired very distinctive identities.

Both men took up art at school, and both used their talents to design squadron T-shirts. Tony also designed the Tiger head covering the nose of one of 814's aircraft, now at RNAS Culdrose.

After that, more discrete works of art began to appear on the squadron's other anti-submarine helicopters.

Thanks to Chris, 849 A's three airborne early warning aircraft now also sport nose art in addition to the little red aardvark silhouette which decorates their sides. Cab number 88, for instance sports a 'two fat ladies' design.

Having his talents outed has proved a mixed blessing for Chris. "Every member of the squadron who leaves now wants a cartoon card," he said. "I've also started doing posters, and I'm being inundated with requests."

International Invincible

THE FIRST French naval officer on exchange duty with the Royal Navy as a fighter controller was on board HMS Invincible throughout the Gulf crisis. Lt Cyril Stylianidis joined the carrier in November after training at Yeovilton.

There are three other Marine Nationale officers on exchange with the Navy – a Principal Warfare Officer in HMS Birmingham, an Ops Officer with the Third MCM Squadron, and one on the staff at Britannia RN College Dartmouth.

"I'm sure more exchanges will take place in the future," said Cyril. "I have found my experience with the RN very interesting. On the one hand your ships seem to spend more time at sea, but on the other they seem more comfortable than ours."



● Lt Cyril Stylianidis.

Family ties renewed in Gulf



BROTHERS Sean (left) and Jim Moulton met in the Gulf when HMS Illustrious took over from her sister ship. Jim (24) is an aircraft handler in Invincible, while Sean (23) has the same job in Illustrious.

Sean dropped in on his brother when the two ships were in the Gulf, and Jim is now on his way home – where his family has promised a late Christmas celebration, complete with tree.



AFTER six months of being separated by 4,000 miles, CPO (OPS) (M) Michael Acton and OM(EW) Edward Acton (18) now find themselves working within feet of each other. Acton Jr was recently joined on

board destroyer HMS Nottingham by his father, and as the ship completed her final weeks in the Gulf, they found themselves in the same defence watch, with time to catch up on news from home.



● **Mr Football** – Middlesbrough fanatic WTR Slinger Woods is HMS Coventry's soccer statistician, keeping shipmates up to date with results by monitoring the BBC World Service and printing computer updates for distribution round the ship.

Picture: LA(PHOT) Neil Hall (SFPU).

Hobby fills off-duty hours



● **Model pastime** – Arthur Baldwin works on a model launch.

STEAMBOAT enthusiast Arthur Baldwin's passion for the vessels seemed certain to be unfulfilled during his long months at sea.

But Arthur's patience and ingenuity won through – and as a CPOMEA in HMS Invincible, he is using off-duty hours to build not one but two steam launch models, one foot to the inch working models.

Not only does he build their structures, in the ship's workshops, but also makes the steam engines.

The larger model is a Victorian river launch named the Lady Jeanette, after his wife.

"I only get time to work on the models when I go sea," said Arthur. "So far on this deployment that means about 200 hours of spare-time work."

At home he also works on a 1953 MG TD midget, his first car which he has restored since buying it 25 years ago.

As a member of the Steamboat Association of Great Britain, he also puts in restoration work on full-size steam vessels, including one which is now in the care of the Maritime Trust.

"And if I won the lottery," he said, "I'd like to realise my ambition to build a 1905 Dixon Kemp steam cutter."

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Helping Hands

In brief

MOUNTAIN bikers on HMS Northumberland clocked up over 1,000 miles each to raise cash for charity during her last deployment.

The team of cyclists was led by CO Cdr Simon Charlier while the ship was part of the Standing Naval Force Mediterranean and the money will go to the Parkinson's Disease Society.

Not to be outdone by the cyclists, CPOMEM John Wyper rivalled their achievements and boosted the funds by clocking up 1,000 miles on the ship's rowing machine.

SHIPS or establishments thinking of holding a barbecue this summer could help to raise cash for children with cerebral palsy.

The charity SCOPE wants volunteers to host events on their behalf between June 1 and 7 to raise much-needed funds for research. For an information pack, call SCOPE free on 0500 575 222.

IF ANY London marathon runners are still undecided about which charity to support, ex-clearance diver Mike Marten has the answer!

Mike broke his neck during a NATO exercise in 1987 and has a great deal of support from the British ex-Services Wheelchair Sports Association.

He said: "If you are taking part in this year's London Marathon and are looking for a suitable charity to support, to reach a fine decision you need look no further than the BEWSA." To contact Mike, or for further details of the BEWSA, telephone 01329 314269.

SUBMARINERS from HMS Vanguard raised £1,145 for disabled children by trekking 95 miles non-stop along the infamous West Highland Way.

LMEM Chris Budski, LWEM Stuart Collins and AB Mark Drury, were supported by POMA Phil Klar and MEM Russ Pointon and completed the trek under 33 hours.

CYCLIST IS HEADING FOR THE ARCTIC

OVER 450km of Norway's Arctic Highway lie ahead of cyclist Laurie Dowell who is using the challenge to raise cash for the RNLI.

The ex-CPO Diver who served in Fleet Diving Units One and Two and was in charge of diving at RNAS Culdrose until 1996 is now a member of Porthcawl's lifeboat crew, and wants *Navy News* readers to help him reach his fund raising target of £1,800.

The RNLI receives no Government funding but last year alone,

the Porthcawl station's Atlantic Class lifeboat was called out 52 times and saved eight lives. To sponsor the eight-day ride deep inside the Arctic Circle, write to Laurie at 45 Park Avenue, Porthcawl, Mid Glamorgan CF36 5ER.

Seventy-year-old ex-schoolie John Ingram is planning a 1,000 mile cycle from Land's End to John O'Groats to raise cash for a disabled friend. For more details, write to 13 Eastbourne Avenue, Upper Shirley, Southampton, or telephone 01703 775657.

Marathon men put best feet forward

ONLY a tiny fraction of the population can claim to have run a marathon, but Navy Diver Eddie Kerr must be the only one to have gone the distance without leaving work!

Eddie was cheered on by colleagues at the Defence Diving School at Horsea Island while he pounded out the 26-mile test of endurance on the establishment's treadmill to finish in four hours 40 minutes.

He took on the challenge to raise cash for the Oncology Department at the Royal Haslar Hospital, Gosport, where his wife Ailsa was recently a patient, and collected more than £2,000 after his exhausting run.

Haslar's Senior Officer, Brigadier Guy Ratcliffe, visited Horsea Island to accept the money with Sqd Ldr Peter Gomes, the doctor who treated Mrs Kerr, and said that the money would be used

for equipment which combats hair loss during chemotherapy.

CPO Kerr (49) has been in the Navy for 29 years, but retires from the Service this month.

HMS Dolphin's Instructor Stewart Cox (33) is running in the London Marathon this month to raise cash for the Cancer Research Campaign.

It is his fifth marathon and he is aiming to complete the race in a very fast time of 2 hours 45.



● Cdr Martin Westwood presents a cheque for £1,500 to Bay Tree School's Deputy Headmaster Andrew Knight.



● CPO Diver Eddie Kerr hands over the proceeds of his marathon to Brigadier Ratcliffe, the Senior Officer at Haslar.

South Atlantic voyages pay dividends at home

FUN AND GAMES during HMS Somerset's South Atlantic deployment paid dividends for mentally and physically handicapped children at the Bay Tree School in Weston-super-Mare.

The school is one of HMS Somerset's chosen charities and the ship's company raised more than £1,500 for the children during their seven-month deployment.

A sponsored row, a village fete, a barbecue, bingo evening, a concert by the ship's band and even a penguin racing night all helped to raise the cash.

On her return to Plymouth, a party from the school were invited to visit the ship and her CO, Cdr Martin Westwood, was delighted to be able to present the money to Deputy Headmaster Andrew Knight.

nance period and is now in the Mediterranean.

HMS NORFOLK brought smiles to Derriford Hospital when members of the ship's company visited the children's ward to donate £500.

Part of the ward is named after the ship and the money is to be used to purchase a baby warmer for infants who require temperature control in a cot, rather than an incubator.

The money was raised during the Norfolk's spell in the South Atlantic, through events which included a crossing the line ceremony, more penguin racing, a games night and a beard growing competition.

Therapy

Mr Knight accepted a cheque on behalf of the pupils and said that the money would be used for equipment for the school's new water therapy pool. HMS Somerset has completed a mainte-



● HMS Norfolk after sailing from Faslane. The ship has a long connection with Derriford Hospital where part of the children's ward is named after her. The cheque was presented by LCH Chris Cliff (inset) who has done much to maintain the link between the ship and Norfolk Ward.



● ENTHUSIASTIC: Admiral Terry Loughran, Flag Officer Naval Aviation.

FONA BACKS MACMILLAN CHALLENGE

REAR ADMIRAL Terry Loughran has joined forces with Olympic sailor Ian Walker to encourage boat owners to raise cash for cancer relief.

Flag Officer Naval Aviation is helping to find recruits for the Macmillan Sailing Challenge from May 9 to 17 which will put skippers' boating skills to the test and encourage them to come up with their own fund-raising ideas.

Contribution

Admiral Loughran said: "The Macmillan Sailing Challenge is a tremendous way for people who love sailing to raise funds for charity."

"Everyone knows someone who has had cancer. What better way to make a contribution than to take part? Perhaps we'll even carry off the trophy. My name's already down!"

Anyone raising more than £100 will win a T-shirt and be entered in a draw for £500-worth of vouchers from Next.

For more details, ring Macmillan on 0171 887 8270.



Here at the Queen Alexandra Hospital Home, we have been providing exemplary nursing care (both residential and short-term) for those men of the Armed Forces who have become disabled.

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Castles keep company for rare photo shoot

HMS LEEDS Castle returned to Portsmouth last month – after three years in the South Atlantic.

She lately took part in Exercise Purple Strike, when her ship's company was temporarily doubled as 50 soldiers from the Duke of Wellington's Regiment were embarked.

When resupplying the garrison at South Georgia, a number of icebergs were detected during the passage – which was conducted in thick fog all the way.

The Castle-class offshore patrol vessel was relieved as Falkland Islands Patrol Vessel by her sister ship HMS Dumbarton Castle on January 28 and made her way home via Salvador, Brazil and Tenerife. She is now off to Rosyth for maintenance expected to last until July before rejoining the Fishery Protection Squadron.

The only time the two Castles operate together is during their handover period – so the opportunity was seized for a photex, witnessed by Commodore Christopher Ellison, the Commodore Minor War Vessels and Fishery Protection.

The Dumbarton Castle (left in pic) sailed from the UK on December 29, stopping off at Madeira and Rio de Janeiro en route, to start her own stint – likewise expected to be of three

years' duration, with ship's company on six months rotation.

She will be working closely alongside the Army and RAF on exercise and has already resupplied South Georgia.

Securing alongside at Grytviken is a challenge in the harsh weather conditions of the deep South – but she achieved a Mediterranean mooring at King Edward Point, a first of the kind for the ship.



Tony's golden horn's a hit

A SPIRITED bugle voluntary opened the Royal Hospital School's Gala Concert at the Guildhall, Portsmouth – played by the Lord Mayor!

FLIGHT CHECK

RN Historic Flight display appearances next month – featuring either or both of its Fairey Swordfish aircraft, mainstay of the Fleet Air Arm in World War II – are at Ilkley Carnival, Yorks (May 4); FAA Museum, Yeovilton for the launch of the MAC Ship Exhibition (May 7); Messier-Dowty Families' Day, Gloucester (May 16); Channel Dash Memorial Service, RAF Manston, Kent (May 24); Southend Air Show (May 24), Southend (probable, to be confirmed, May 25); and Londonderry Air Show (May 26).

Recruiter takes to the stage

SPONSORED by the Director of Naval Recruiting, Stage One present the hit musical *Me and My Girl* at the Ferneham Hall, Fareham, Hants on 15-17 April at 7.30p.m. Tickets at £5 from the box office on 01329 231942.

The Youth Theatre Group of the Solent Theatre Company has 45 members, aged eight to 18 and rehearses at Mayfield School, North End, Portsmouth on Friday evenings at 7p.m.

Since 1980, Stage One has produced over 30 shows including many for charity.

Call Mike Hiscock on 01705 756076 for further details.

Cllr Tony Golds – himself an old boy of the Navy-styled school at Holbrook, Ipswich – had invited the Band and Choir to perform in aid of his Meridian Trust Appeal for of young people at risk.

"That was a bit rough – but it was the first time I'd done that since 1946," he confided to *Navy News* as he returned to his seat.

"But I'm so pleased to be able to bring them here – and it won't be the last time, I can tell you that."

His confidence was entirely justified – for the standard of music at once took a quantum jump that continued throughout a programme that boldly mixed familiar pieces with others relatively obscure.

Choral highlights were crystalline renderings of Handel's *Hallelujah Chorus* and Faure's *Cantique de Jean Racine*, while the Band – assisted by a flawless corps of drums – delivered strongly with Eric Coates' ever popular *Dambusters* theme and a selection from *Les Miserables*.

Star soloist was undoubtedly Colin Pywell, whose rendition of Greenwood's tricky trombone piece *The Acrobat* was made with all the appropriate humorous touches.

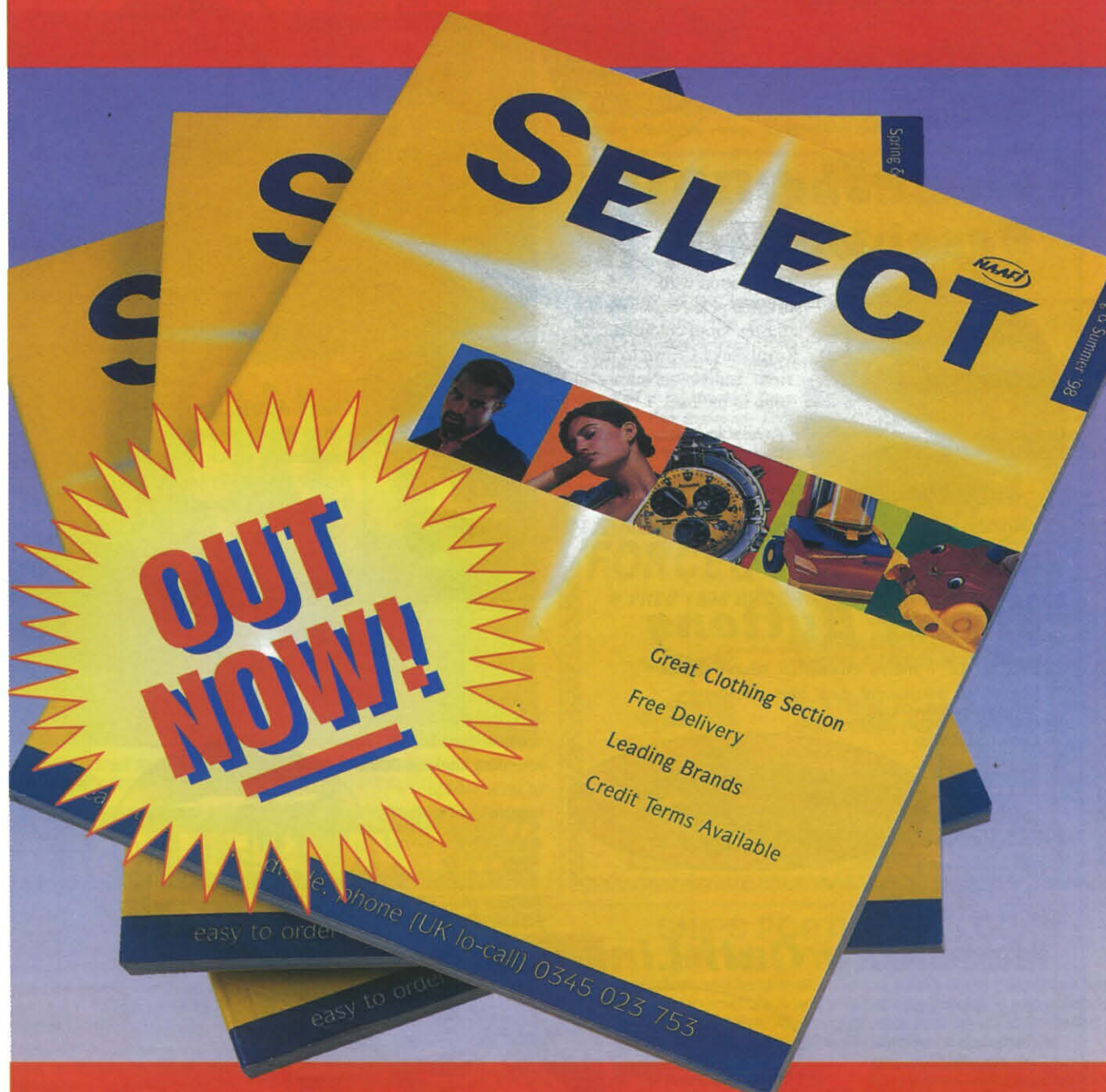
Two thirds of the school's pupils have RN connections while a third hail from the Portsmouth area. True to its seafaring tradition, Holbrook is the first school in England to boast its own Auxiliary Coastguard Unit.

Brum club open day

BIRMINGHAM Nautical Club will be holding an Open Day, with a barbecue and dance, on April 25.

The club in Bishopsgate Street, founded in 1962, is headquarters to no fewer than 14 Naval association branches. All serving RN and RM personnel are granted automatic membership. Tel 0121 643 9475.

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Nautical Anchor Corkscrew

Navy News has added this unusual Anchor design Corkscrew to their giftware catalogue. Handmade from real English Pewter it bears the Royal Navy Crown and comes presentation boxed.

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are not shown
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Rapid response from HMS Roebuck

SURVEY ship HMS Roebuck joined vessels from France, Spain, the USA and Germany for a NATO exercise near Cape Trafalgar last month.

The exercise took place off Sierra del Retin and involved the force making a rapid environmental assessment of the beaches to determine their suitability for an amphibious assault.

The ship's survey motor boat was used to assess the approaches to the beach in water as shallow as 2.5m in a considerable surf and swell.

Ashore, another team were busy measuring the steepness of the gradients, composition of the sand, shale and rock and the suitability of the beach exits for infantry and vehicles.

Roebuck, meanwhile, used her echo sounders and towed array sonar to ensure the seabed was clear of obstacles for landing craft and scooped up some of the sea bed for examination.

The ship then sailed for Cadiz to take part in the second phase of exercise Strong Resolve.

Report and picture: LA(PHOT) Andy White



Chilling experience for amphibious task group

DRIVING rain, snow and gale-force winds ensured that Exercise Cold Winter fully lived up to its name.

The exercise, along with Green Wader, was the most demanding test of the Navy's ability to launch amphibious assaults in the Arctic for many years.

Together, they gave British and Dutch Royal Marines the chance to hone their Arctic survival and mountain skills and gave HMS Fearless her first chance to return to the frozen fjords of Norway for three years.

After the group's amphibious assaults on the steamy jungles of Asia during last year's Exercise Ocean Wave, the contrast could not have been greater.

Arctic Circle

The exercises took the group well inside the Arctic Circle to Litsjønford near the small town of Nesna.

Along with RFAs Argus, Sir Galahad, Percivale, Tristram, Geraint and HMAV Arakan, Fearless and her group used landing craft, Sea King and Gazelle helicopters to help put more than 900 members of the combined UK and Netherlands Company ashore.

Although there were a few hours of still weather and crisp,

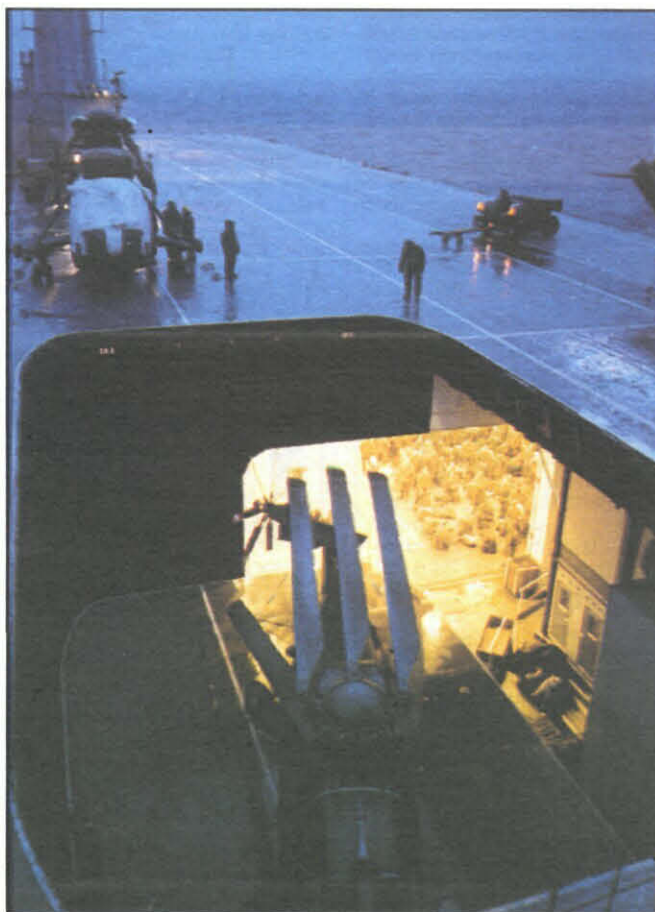


● Above: Assault ship HMS Fearless in Litsjønford.

Picture: LA(PHOT) Andy Pratt

cold air which revealed majestic scenery, most of the exercises took place during stormy weather which put both men and machines severely to the test.

The exercises went ahead despite the fact that conditions were too bad to beach the LSLs, with landing craft and Sea Kings from 845 Squadron in RFA Argus being used extensively to ferry men of 42 and 45 Commando and their Dutch counterparts ashore.



● Marines wait in Argus's hangar while 845's Sea Kings are made ready for a night assault. Picture: LA(PHOT) Craig Leask.



● Sir Galahad loads 45 Cdo Snowcats at the Norwegian port of Mo-i-rana close to the Arctic Circle. Picture: LA(PHOT) Craig Leask.

"Hello Dad, I'm bringing a few mates over..."



ROYAL MARINES Capt Richard Thurstan had no trouble locating a suitable spot for HMS Fearless to practice beach landings during her latest round of operational sea training.

His father owns a caravan park at Pentewan Sands near Mevagissey and was only too pleased to hear that his son, the Commanding Officer of 4 Assault Squadron RM, would be dropping by with some of his colleagues from work!

● Left: B Company, 40 Commando, storms ashore from an LCV on Pentewan Sands. Picture: LA(PHOT) Andy Pratt.



● Troops and equipment depart for "Blue Beach" at Quiberon Bay, France, in an LCU from HMS Fearless at the start of Exercise Strong Resolve. Picture: LA(PHOT) Andy Pratt.

Strong Resolve in full swing

AS NAVY NEWS went to press the amphibious task group was reaching the climax of Strong Resolve, the largest NATO exercise ever held with 25 nations taking part.

After steaming from Norway, Fearless and the RFAs were joined by the French landing ship FS Foudre for assaults on the coast of Brittany and the shores of Southern Spain.

When the exercise finishes, the group will have completed almost a month of hard work with full loads of marines, aircraft, vehicles and equipment embarked, and a dozen other British frigates and minesweepers have been taking part. For a full report, see next month's Navy News.

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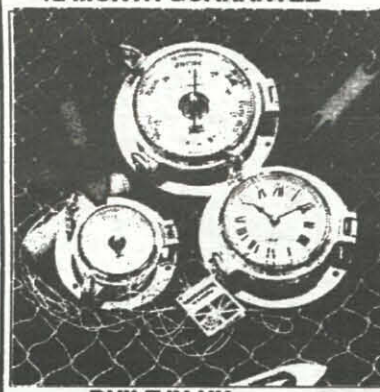


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HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

Name:.....
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EX S/M CPO would like to hear from female lady 55-65 Manchester area **BOX APR 1**

LADY - INDEPENDENT, single, graduate, mid-fifties, semi-retired - invites correspondence **BOX APR 2**
LESLEY, CUDDLY, bubbly, sincere, and caring, seeks, any rating Marines/Navy. **BOX APR 3**

NAVAL WIDOW 47 seeks genuine officer serving/retired for friendship/relationship **BOX APR 4**
PETITE NURSE, blonde enjoys sharing ink! GSOH seeking fun GII! 30-40 **BOX APR 5**

SINGLE FEMALE 22 seeks genuine male penfriend any age! **BOX APR 6**

TWO SPANKING gorgeous pot noodle girls seek classy luscious lads!!! **BOX APR 7**

KIM, 39 GSOH enjoys life, seeks penfriends **BOX APR 8**

ACTIVE 43 year old divorced mum seeks genuine male for correspondence/friendship **BOX APR 9**

DIVORCED MOTHER, 29 seeks pen-pal GSOH of similar age **BOX APR 10**

INTELLIGENT SAILOR late 30's GSOH seeks lady for fun + friendship **BOX APR 11**

MOTHER, 31, blonde seeks Navy/Marine for friendship maybe more **BOX APR 12**

LONELY MOTHER of 2, 27 seeks male 28-35 friendship /relationship photo if poss **BOX APR 13**

BLONDE, TALL, slim, vivacious 40, ex - forces wife seeks genuine penfriend/relationship **BOX APR 14**

INTELLIGENT BLOND widowed mum 27/5'9" GSOH varied interests seeks similar **BOX APR 15**

FUN LOVING blue eyed brunette seeks some TLC photo appreciated **BOX APR 16**

SINGLE REDHEAD 22 seeks male penfriend aged between 23-29 **BOX APR 17**

REQUIRED GENUINE single 30 something penpals international Liverpool Miss N.T.W. ALA **BOX APR 18**

HI YOUNG 40's lady wants penpals M/F 35+ any nationality **BOX APR 19**

AGED 30 GSOH brown hair dark eyes likes music, reading, writing **BOX APR 20**

LYNSEY 20 loves pubs/clubs GSOH seeks penpal 20-27 **BOX APR 21**

FEMALE 32 seeks male who enjoys reading, swimming, working **BOX APR 22**

DIVORCED EX WREN Dorset will write, wait, for loving man 40-50ish **BOX APR 23**

ADEL, 25, 5ft 9in, seeks attractive marine/sailor (24-34) GSOH **BOX APR 24**

LONDON BASED Female, 20's seeking witty, intelligent, correspondence - All replied **BOX APR 25**

ATTRACTIVE BLONDE green eyes 36, seeks tall sailor /marine friendship correspondence **BOX APR 26**

ATTRACTIVE FEMALE 35 seeks sailor/officer penfriend from H.M.S Ocean **BOX APR 27**

SWEDISH AMERICAN blonde seeks Handsome Marines/sailors for penfriends. **BOX APR 29**

SINGLE MUM (27) enjoys weight-training seeks friendship/correspondence with similar male **BOX APR 30**

SINGLE FEMALE seeks correspondence with sailor/ marine for friendship, possible romance **BOX APR 31**

SENSITIVE SAILOR 33yrs GSOH seeks intelligent lady for friendship/romance **BOX APR 32**

FEMALE 31, GSOH seeks genuine male for friendship/ penpal (Portsmouth) **BOX APR 33**

36 TALL, slim, outgoing, fatal attractive female seeks penfriends **BOX APR 34**

LEGGY, INTELLIGENT, Aupair, Portsmouth, seeks tall male 30+. Photo please **BOX APR 35**

BLONDE SLIM sports teacher, ultra fit, music, reading, penfriends 30+ **BOX APR 36**

SLIM, INTELLIGENT, brunette, 36, likes Red-Dwarf, music, cinema Sci-Fi **BOX APR 37**

LADY 35 smart, pretty, will a Navy gentleman write soon? **BOX APR 38**

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Get wise on DCIs



Vanguard goes for Gold Crew

TWO of the Navy's Trident submarines will be switching manning schemes on May 5.

The move, which involves three crews, will see HMS Vigilant assume the 'B Role' - the familiar system of Port and Starboard crews.

Vigilant has been manned by the single enhanced Gold Crew since build, including her trials.

HMS Vanguard will take on the 'G Role', otherwise known as the Gold Crew.

The process is as follows:

- Vigilant (Port) will be formed from Vigilant (Gold)
- Vigilant (Starboard) will be formed from Vanguard (Port)
- Vanguard (Gold) will be formed from Vanguard (Starboard), enhanced by men from Vigilant (Gold).

Vanguard is due for a period of maintenance, but before that she will make a little bit of history by running as an operational boat with a single crew.

All queries should be addressed to Lt Cdr V.W. Dobbin (DWEQ HMS Vengeance) who is FOSM's Role Transition Staff Officer, at Barrow-in-Furness ext 6180.

DCI GEN 31/98

MOD protects national assets

ALL MANAGERS and commanders of Defence estate have been reminded of their responsibility to the countryside and the nation's heritage.

Although primarily for Defence purposes, the MOD recognises that a significant proportion of its holdings are sensitive in terms of nature conservation, geology or archaeology.

The Defence Estate currently includes 250 Sites of Special Scientific Interest, 60 Special Areas of Conservation and 22 Special Protection Areas for Birds.

There are 2,300 ancient monuments in one training area alone.

Any changes in current practice, or increase in activity, must be done in consultation with the relevant authorities.

Ancient monuments must be avoided completely, except in some cases where access has been formally agreed.

Those using defence land must be briefed on the sensitivity of a site; if a protected species is damaged, for example, ignorance will

be no excuse, and the users may be personally liable to prosecution.

The existing system is said to work "remarkably well", given the size of the estate and its many uses.

But incidents of damage still occur, which could be avoided if correct procedures were followed.

"The MOD occupies the finest estate for natural history in any one ownership in the country and

owns many magnificent archaeological sites.

"It is the responsibility of everyone to ensure that the MOD abides by the relevant legislation and that the natural beauty and cultural resources of this land which we all hold in trust is maintained for future generations to enjoy."

DCI GEN 38/98



All set for the top

A JOINT Services expedition to the third highest mountain in the world in spring 2000 is looking for members to join both senior and junior teams.

The main team of the Kangchenjunga expedition, led by Lt Cdr Steve Jackson, will tackle the 8,568m Himalayan peak, while the juniors will make an arduous trek and climb a 6,000m peak in the spring of 2000.

Main team members must contribute £1,500 for their ten-week expedition, and juniors £750 for six weeks. DCI JS 25/98

Symposium studies survival

FLAG Officer Naval Aviation is to host delegates from 17 countries at an International Survival Symposium in June at the RN air station Yeovilton.

Open to officers and SNCOs of all three services, civil servants and members of defence industries, the symposium will cover the subjects of medical and psychological aspects of survival.

DCI GEN 14/97

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.

Find the Joker

FIND THE JOKER in *Navy News* for three editions - and you have a chance to win a super new camcorder - a Sharp ViewCam 8mm VLE66H. The runner-up will win £250, while 25 successful competitors will each get a £10 consolation prize.

All you have to do this month is spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is **NOT** true:

- ☐ The word 'starboard' is derived from 'steerboard' - historically the side where the ship's rudder oar was positioned.
- ☐ A 'tot' of rum was originally the measure of alcohol believed to be sufficient to make a small child drunk, but not enough to fuddle the senses of an adult sailor.
- ☐ HM Ships Erebus and Terror were abandoned 150 years ago this month in the search for a North West Passage.

If you can fill in this coupon as well as last month's and that in the next edition, you have a chance of winning the camcorder. The name of the winner, the runner-up and the consolation prizewinners will be selected at random from those who gave correct answers in all three editions. When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than June 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the July edition of *Navy News*. The first name drawn will receive a camcorder. There will be one runner-up prize of £250, and a further 25 consolation prizes of £10. Back copies available on 01705 826040. The judges' decision will be final, and there is no cash alternative to the camcorder prize. No correspondence will be entered into. *Navy News* employees and their relatives may not enter.

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HMS Endurance studies wreckage on remote Antarctic beach



● Digging deep – members of the Services expedition to Elephant Island in 1970-71 examine the wreckage of a "substantial sailing vessel" near Skua Camp. ● (Inset) HMS Endurance's Charge Hydrographer, Lt Cdr Banjo West, and LSA Dougie Coutts study the site 27 years later.



Not proven – but possible

SIR ERNEST Shackleton's 1914-16 expedition intended to cross Antarctica via the South Pole, conquered by Amundsen in 1911.

But the ship he chose, ostensibly one of the strongest ships ever built for ice, and designed for "polar safaris", proved fallible.

Endurance's shape meant she became locked into the ice in January 1915 – and after withstanding enormous forces, the final squeeze on October 27 caused the ship to buckle and burst, sinking her on November 21.

The expedition eventually took to open boats in the Southern Ocean, a journey of astonishing difficulty which resulted in all 28 men surviving.

Endurance's demise led Bob Headland, archivist at

the Scott Polar Research Institute in Cambridge, to sound a note of caution over the wreckage.

"I'd say definitely not proven – but very worth investigating," he said.

"The weight of boilers and an old steam engine should have taken the vast majority of Endurance to the bottom.

"There are other potential candidates – though the amount of wreckage is impressive, one of the most impressive I have seen.

"To find out what it is would be a well worthwhile thing.

"I need to be convinced – but I am not altogether against the idea."

■ A new Shackleton Memorial Library in the Institute is due to be opened in November this year.

Is this Shackleton's ship?

THE LEADER of a Services expedition to the Antarctic 27 years ago has spoken of his belief that the team found the wreckage of Shackleton's doomed ship Endurance.

And the Royal Navy's ice patrol vessel HMS Endurance, passing through the area, is playing a part by investigating the claims.

Cdr Malcolm Burley RN (retd) led an expedition in 1970-71 to Elephant Island, which Sir Ernest Shackleton's expedition used as a staging post in their epic struggles to reach safety in 1916.

In his report at the time, Cdr Burley wrote: "The beach in the cove immediately below Skua Camp was strewn with a mass of wreckage from what was obviously a very large sailing ship.

"Huge blanched masts, spars, fragments of decking and oak timbers lay half buried in the sand where they had been washed ashore.

"Excavations were carried out which revealed that much more of the ship lay buried beneath the sand.

"Parts of the interior such as cupboards were unearthed but the nearest clue to identifying the name of the ship was a fragment of a board on which was pinioned a corroded brass star which might have been part of the name plaque."

Cdr Burley's party spent some time trying to dig out more wreckage in the hope of finding more clues, but

most of the timbers were buried too deep in the sand, and the expedition had other objectives to achieve.

So the area was extensively photographed, small pieces of wreckage gathered, and the site abandoned.

He had a hunch that the wreckage might have been that of the Endurance, but in the absence of any firm evidence he was reluctant to say anything.

But a series of minor coincidences more than a quarter of a century after the expedition have prompted Cdr Burley to make his claim.

"Having observed numerous old derelict sealers and whaling ships which litter the Falklands and South Georgia, it seemed fairly evident that this wreckage was from a much more substantial sailing vessel," said Cdr Burley.

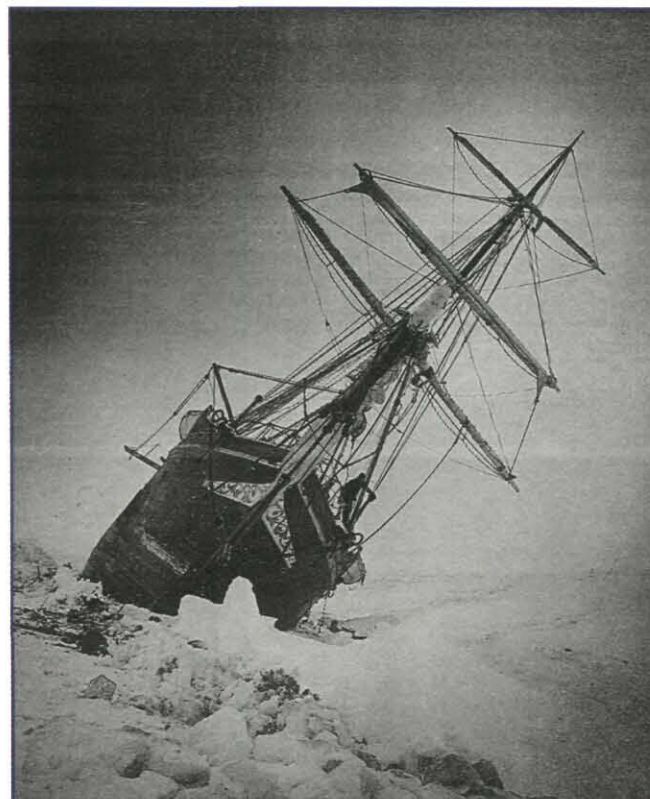
He wrote to a number of authorities for information on ships lost in the region, but no one could help – whalers were secretive about their hunting grounds so the location of a missing vessel was rarely known.

But at the end of February Cdr Burley received a request from the Curators of the South Georgia Whaling Museum for mementoes from an earlier expedition to South Georgia, just as his wife was urging him to do something about his "expedition junk, including the box of bits of wreckage."

Finally, he received a copy of the Antarctic Survey Bulletin containing an article by Bob Headland on *Wrecks, Hulks etc of South Georgia*.

"Huge blanched masts, spars, fragments of decking and oak timbers lay half buried in the sand..."

Hulk 'carried by ice'



● Endurance heels under pressure from the ice in 1915. This is one of many images of the Shackleton expedition held by Philippa Hogg, picture library manager at the Scott Polar Research Institute, telephone 01223 336547.

Cdr Burley is convinced the wreckage found is Endurance.

"It is my belief that when she subsided below the ice, being made of wood, she floated as a waterlogged hulk just underneath the ice but still basically intact," he said.

"As Shackleton in his camp was carried steadily north by the movement of the ice so Endurance, unbeknown to those above, was also carried northwards.

"In April, Shackleton sighted the mountains of Elephant Island, and at this time the ice started to break up, compelling the expedition to take to their boats and make their way to Cape Valentine.

"Round about this time, Endurance would have been released from her icy prison to continue her slow northwards journey towards Elephant Island, carried by the current.

"Had she been floating, she might have been blown on to the south coast of Elephant Island, but, being submerged, she remained in the control of the current.

"Just off Skua Camp, there is an extensive and treacherous stretch of rocks, the Cruiser Rocks, and in her submerged state, Endurance would undoubtedly have grounded on these, been broken up by the pounding and most of the wreckage washed on to the adjacent cove."

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Seven months in the South



IF IT'S true what they say about variety, HMS Brave's deployment to the South Atlantic must be one of the spiciest on record.

The ship gets back to Britain on April 8 after a voyage which has taken her from the remote and rugged Falkland Islands to the frantic metropolis of Rio de Janeiro during the world's most famous carnival.

Her crew has had the chance to soak up the sun on the scorching beaches of Montevideo, spot icebergs on the way down to South Georgia and explore abandoned whaling stations while dodging 3½-tonne elephant seals.

Brave left Plymouth in September and reached the Falklands to relieve HMS Somerset on October 3, and spent four months patrolling with HMS Leeds Castle, Dumbarton Castle and RFA Grey Rover.

South Georgia

As well the regular routine of four-day patrols around the Falklands and outlying islands, she made two trips to resupply the garrison at South Georgia, undertook Exocet missile firings and conducted a host of joint operations with the Army and the RAF.

Brave embarked soldiers from the Duke of Wellington's Regiment and their relief, The Princess of Wales Royal Regiment, landing them on 'enemy' beaches.

Exercise Purple Strike saw the ship transporting four 105mm light guns and 120 troops to various parts of the islands and air defence exercises with RAF Tornado F3s,



● A heavy fall of snow in South Georgia. Picture: Lt John Harrington

backed up by a VC10 tanker and C130 Hercules, were held on a regular basis.

On Remembrance Sunday, many of the ship's company attended Christchurch Cathedral, Stanley, and Brave provided the guard for the service at the town's War Memorial.

Brave held her own remembrance service over the sea grave of HMS Coventry and her Commanding Officer, Cdr Russell Harding, also delivered family wreaths to the

Coventry Memorial on Pebble Island, the Sheffield Memorial on Sea Lion Island and the Type 21 Memorial at Campito, San Carlos.

A team from the ship went on to take part in the annual Commando Challenge, an 87-mile yomp to Stanley which retraces the route taken by 42 Cdo during the war, to raise cash for the '82 Trust.

S/Lts Gilbert, S/Lt Varty, Mid Hudson, CPO Scott, CPO Gorman, PO Filed, PO Overdore and OM Herriot had to cover 20 miles a day with rifle shooting and section attacks on the way.

Two had to drop out through injury, but the remainder marched into Stanley with the White Ensign flying after an exhausting four days.

Montevideo

During the deployment, the ship's company encountered an amazing variety of wildlife in the Falklands and outlying

islands, including huge elephant seals, fur seals, penguins, birds of prey, sea lions, dolphins and killer whales.

Brave's mid-deployment stand-off in Montevideo, Uruguay, gave some of the ship's company time to enjoy a beach holiday in December while others crossed the border into Argentina to visit the capital, Buenos Aires.

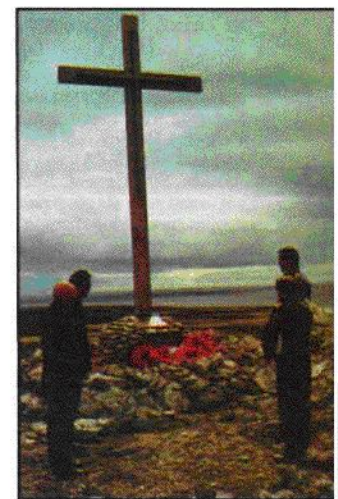
Christmas and New Year was spent in Mare Harbour in the Falklands with a few sea days in between. New Year's Day proved to be gloriously sunny and several 'braved' the cold seas to go for a swim, followed by a picnic on the beach.

Others went in for the Stanley Raft Race, coming second overall, and on the following day the ship staged her own pantomime, *Jack and the Five Green Beans*.

Punta Arenas

January took HMS Brave to the most southerly city in the world, Punta Arenas in Chile.

The visit coincided with the middle of Chile's summer holidays and proved to be low key affair, but news that the ship's visit to Brazil was to coincide with the world's most famous carnival was a great compensation!



● Remembrance: Cdr Russell Harding delivers family wreaths to the HMS Coventry Memorial on Pebble Island. Picture: Lt Chris Yelland



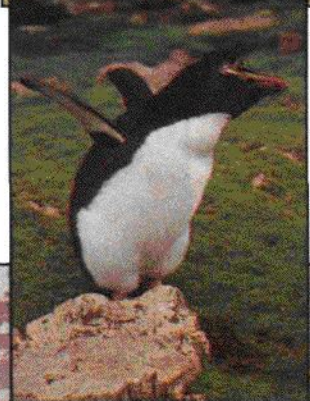
● ABOVE: The Commando Challenge team arrives at Sapper Hill.

● LEFT AND RIGHT: some of the unique wildlife, a rock hopper penguin and fur seals on South Georgia.

Picture: Lt Cdr Duncan Fogg

● BELOW: HMS Brave in front of the Nordenskjöld Glacier.

Picture: Lt John Harrington



● TOP: one of several icebergs encountered on route to South Georgia. MIDDLE: HMS Brave embarks Gurkhas from the Princess of Wales Royal Regiment. ABOVE: An Exocet missile is captured on film during one of two live firings. Pictures: Lt Cdr Duncan Fogg and PO Pory Moore

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Atlantic

Dominic Blake reports on a voyage which shows there's far more to a South Atlantic deployment than the Falkland Islands



Carnival time as ship hits Rio

Type 22s reunited

HMS BRAVE was reunited with the former HMS Broadsword in a two-day exercise on route to Brazil.

Broadsword, now BNS Greenhalgh, is one of four Batch 1 Type 22s now in service with the Brazilian navy, along with HMS Brilliant, Battleaxe and Brazen.

After exchanging more than a dozen personnel, the ships conducted air defence exercises, a major surface engagement and ASW exercises with a Brazilian submarine.

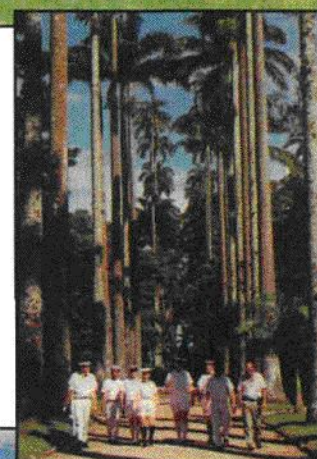
Maintenance serials, damage control and Seawolf tracking were of particular interest to the Brazilians while Brave found the submarine contact time 'invaluable.'

British Defence Attache Captain Roger Turner told *Navy News*: "This exercise demonstrates how close the links are between our two navies."

"It is the first exercise between a deployed Type 22 and the newly acquired Type 22s in Brazil, but I sincerely hope it will not be the last."

HMS Itchen will become the 4th River Class Minesweeper to be handed over Brazil at a ceremony in Portsmouth on April 8.

Itchen will be followed by HM ships Spey and Blackwater in July and HMS Arun in September. The vessels already in Brazil are now buoy tenders, but the latest batch are likely to be used for patrolling the Amazon or protecting oil rigs.



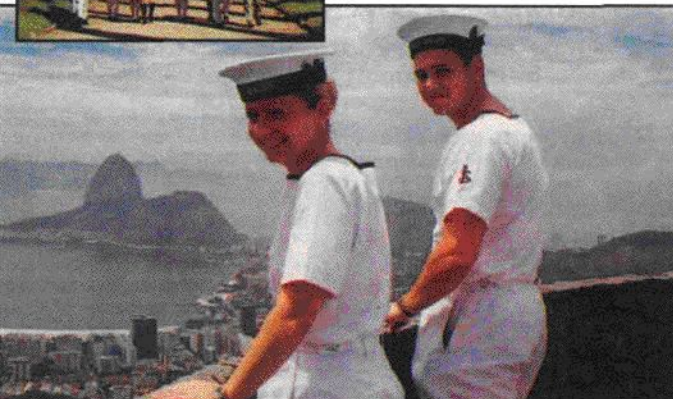
● **TOP:** The mountains above Rio emerge out of the early morning mist as HMS Brave approaches at dawn.

● **ABOVE:** LPT Brian Davies breaks through to score against Rio's San George Rugby club. Brave won 25-5.

● **LEFT:** Sailors from Brave and Greenhalgh explore the city's botanical gardens.

● **BELOW:** AB Sinead Connolly and LMEM Rab Butler admire a breathtaking view of Sugarloaf mountain.

Pictures: Dominic Blake, *Navy News*



FORTUNE certainly favoured the Brave when it came to the timing of her visit to Rio de Janeiro.

Her four-day stay coincided with the city's world famous carnival, and for many, their time in Brazil was the highlight of the deployment.

The city's Samba schools spend all year preparing the fabulous costumes and floats and more than 20,000 take part.

Sailors from HMS Brave mingled with the tens of thousands who turned out to watch the processions form up on Rio's streets on the first night of the carnival.

And more were among the 85,000 people who packed into the purpose-built 'Sambodromo' for the all-night spectacle.

Sugarloaf

In the daytime the visitors enjoyed cable-car rides up Sugarloaf Mountain, ascended Corcovado to see the giant statue of Christ which dominates the city and relaxed on the famous beaches of Copacabana and Ipanema.

Excursions gave many the chance to explore the stunning, mountainous countryside around Rio and about 20 of the ship's company were invited on a day-long cruise on the schooner 'Dona Pamela.'

Her skipper, US navy veteran Seymour Marvin has been wel-



coming British sailors on board for over 20 years in return for 'the best six months' of his life while serving with the Royal Navy in World War II.

Both the ship's rugby and soccer teams were in action against local expatriate teams and played superbly despite temperatures of up to 40 C.

Brave hosted a cocktail party on board and held open days for local people, and welcomed senior officers in the Brazilian navy on board, including the Commander of the First Naval District and Captain of the Second Frigate Squadron.

Some of the busiest people during the visit were the ship's flight. Pilot Lts Chris Yelland and Mark Brayson were forced to make a running landing at Santa

Cruz after losing an engine on their Lynx, but with help from the Brazilians and a lot of effort from the flight, the aircraft was back on board before the ship left Rio.

Cdr Harding said: "We have had a tremendous welcome from the Brazilian navy."

"Carnival is an exceptionally busy time and Rio is, I think, one of the wonders of the world."

"Seeing it from the inside from up on Sugarloaf or Corcovado, and as you come in by sea in the morning, is breathtaking. We have had a wonderful time here."

From Rio, the ship sailed to Fortaleza in the North of Brazil and is spending nine days in Florida before heading home via the US Virgin Islands.

Brazilian link dates back to heroic British admiral

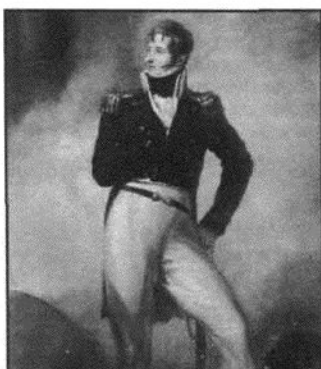
BRTAIN has had a profound influence on the development of the Brazilian navy and links that go back 175 years continue to this day.

The first Admiral of the Brazilian Imperial Navy was a Royal Naval officer who is still regarded as a hero in South America.

Admiral Thomas, Lord Cochrane, founded the Brazilian Fleet after a spectacular campaign against the Spanish in Chile and Peru.

His exploits in the Napoleonic Wars had already earned him the nickname 'Sea Wolf' from the French, and such was the terror he inspired in Spanish and Portuguese seamen that he was known simply as 'El Diablo' - the Devil - in the New World.

On July 2, 1823, Cochrane's flagship Pedro Primero led the five-strong Brazilian squadron into battle with a Portuguese flotilla of 13 men of war and seventy merchant and troop carrying vessels.



● **Admiral Thomas, Lord Cochrane, founder of the Imperial Brazilian Navy.**

The attack developed into a running fight, and then a rout, with Cochrane boarding ship after ship, cutting down main and mizzen masts, stowing in water casks and leaving his captives just enough sail to reach shore.

With the Pedro Primero attacking and the others marshalling the captured ships,

Cochrane took half the enemy's army, their colours, vast quantities of military stores, cannon and baggage, without losing a single man.

He pursued the flotilla half way across the Atlantic before breaking off and just 26 of the original vessels reached Lisbon. His success helped to put an end to Portuguese rule forever.

Reformer

A political radical and naval reformer who spent much of his life out of favour with the Government and the Admiralty, Cochrane eventually returned to Britain after further campaign in command of Greek navy.

By the time of his death in 1860, Lord Cochrane was Admiral of the Red, senior admiral of the senior squadron. He has had a warship and shore

establishment named after him and is buried in Westminster Abbey.

On the 150th anniversary of Cochrane's victory, the Brazilian navy erected a memorial in his honour at the British cemetery at Gamboa, Rio de Janeiro.

The cemetery has been the final resting place for hundreds of British servicemen since the early 19th century, including RN admirals John Taylor and Sir Michael Seymour.

One of the many tasks that the very active Rio branch of the Royal British Legion is currently engaged in is restoration work in the cemetery, and the RBL intend to invite a senior naval officer to the re-opening.

One of Lord Cochrane's descendants, the Hon Michael Cochrane, is the commanding officer of HMS Somerset.

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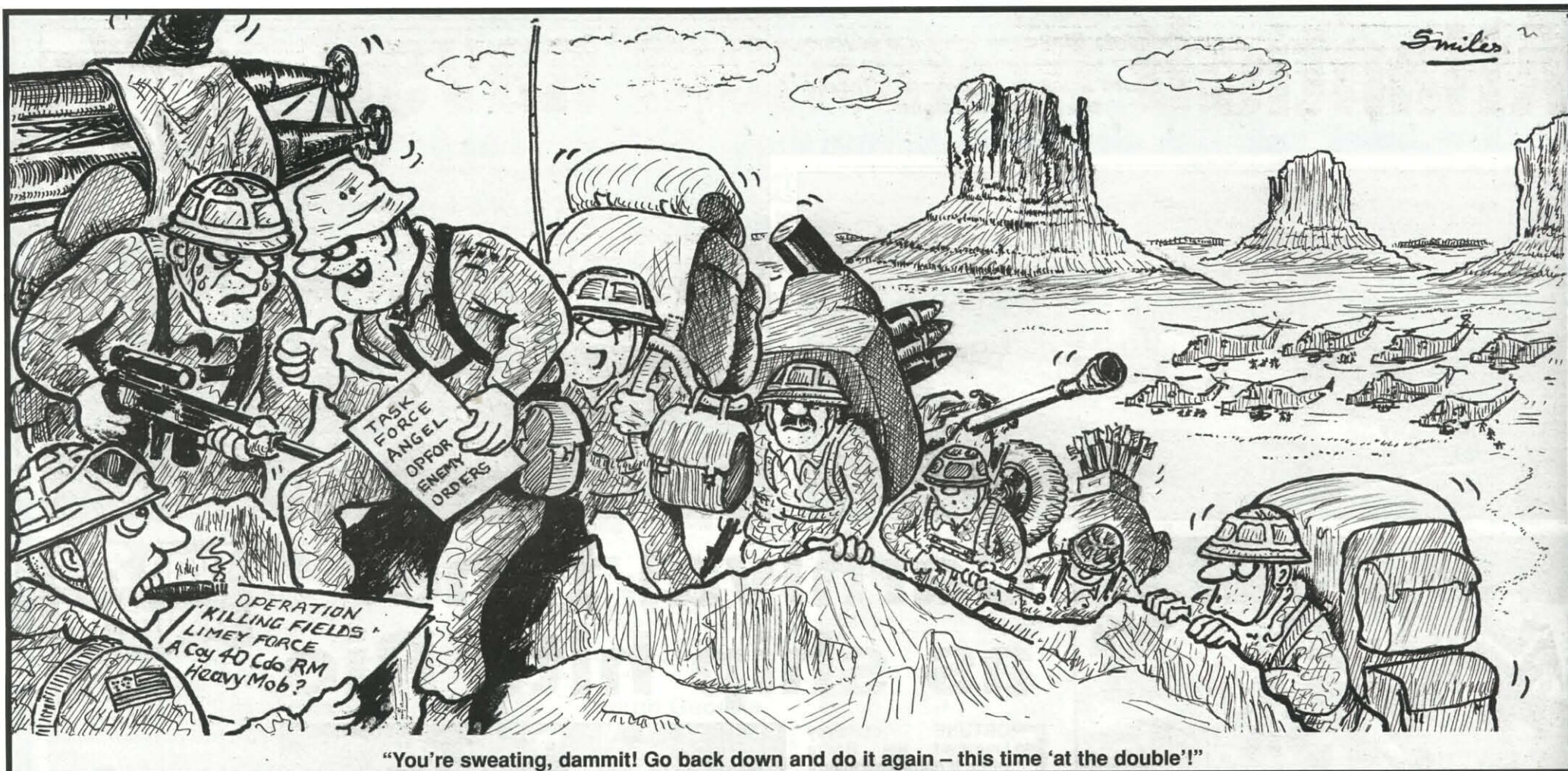


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"You're sweating, dammit! Go back down and do it again - this time 'at the double'!"

NEWSVIEW

Singing the desert song

OPERATION Bolton has been – and continues to be – one of the most productive of recent years. And nowhere more so than in the close co-operation HMS Invincible has fostered between the RN and the RAF – even though both services still treat the idea with caution.

"It is new to us and we are not used to it," says Wing Cdr Andrew Gollidge, Commanding Officer of the RAF's 1 Squadron.

The Commander of the UK Task Group himself, Rear Admiral Ian Forbes, admits there was nothing easy or straightforward about the process.

It is 80 years ago this month that the RNAS – by the end of World War I a huge force of men and materiel – was absorbed into the RAF. Now, once again, the value of mobile airfields has been demonstrated in the Gulf, where land-based ones are suddenly at a premium.

The successful integration of Sea Harriers and GR7s as a combined air group has underlined that.

Both parties, coming from what are still very different cultures, are to be congratulated on working up a success story in very short order under the extra pressure of operating in a place and time of tension.

Operation Bolton also sees the Royal Navy working in the Gulf with the United States Navy – as have the Royal Marines, just lately, with the US Army in the equally arid theatre of the Mojave Desert. There the mutual regard is unstinting: "As ever, we are very grateful to our American hosts," says CSM Eric Conway of Alpha Coy, 40 Cdo.

As their US Army liaison put it from his side: 'I ain't seen nothing like this, man!'

Maybe it's a case of 'You ain't seen *nothing* yet'.



Face of an older style of hero

TOM MURPHY's design for a statue of Capt 'Johnnie' Walker exactly captures the spirit of the man who, more than anyone else, did most to win the Battle of the Atlantic.

Walker was cast firmly in the mould of the action hero of his time – vigorous, grimly determined but with a taste for flamboyant waistcoats. And that is just how the model for the planned £50,000 life-sized statue at Liverpool shows him.

He was dead at 48, worn out by the strain of his exertions – as were so many other men of his generation, and older, some of whom came out of retirement in answer to the call of duty.

Liverpool, whence his ships once sailed to the strains of *A Hunting We Will Go*, is the city that will be forever associated with his name – as it will be with John Lennon, another of this fine artist's commissions who was a hero of quite a different stamp to the generation that followed Walker's, and who famously sang *Give Peace a Chance*. Walker, more than anyone else, worked to that end in the longest battle of World War II.

Future 'more secure than for some considerable time'

End to uncertainty at FMRO

RUNNING of the Fleet Maintenance and Repair Organisation at Portsmouth was formally taken over by Fleet Support Ltd – a joint company formed by GEC Marine and Vosper Thornycroft.

Handing over a symbolic key to Vosper's Chief Executive Martin Jay, Chief of Fleet Support Vice Admiral John Dunt said the ceremony marked "a major milestone in a long and prestigious history" dating back to 1495 when the Royal Dockyard was first established in Portsmouth by Henry VII.

"In recent times Portsmouth Dockyard and, since 1984, the FMRO have provided a quality of service to the Royal Navy, and particularly to those ships based here, which has been second to none."

"The quality of this service has been founded almost entirely on the skills and dedication of the workforce and has been provided without hesitation through some of the most difficult and demanding times that the Royal Navy has had to face, ranging from major conflicts to the equally difficult defence review reductions of previous years."

"Many of us will remember the frenetic preparations for the Falklands conflict, nearly 16 years ago, and the vital part played by those who prepared the Task Group for the South Atlantic."

"Looking ahead it is evident that a substantial proportion of the Surface Flotilla will continue to be based here in Portsmouth. To support the operational needs of these ships there is an ongoing requirement for a comprehensive third line ship repair and overhaul facility and in future this will be provided by the FMRO under the management of Fleet Support Ltd."

Market testing of FMRO had been a recommendation of the 1991 Defence Cost Studies.

"Despite the determined efforts of all concerned, it has taken some time to reach this historic han-

dover day and I am very aware that this intervening period has been one of considerable uncertainty for many people. Today represents an end to much of that uncertainty."

"I am optimistic that the future for Portsmouth, and in particular the FMRO, should now be more secure than it has been for some considerable time."

Admiral Dunt read a message from Armed Forces Minister Dr John Reid, who said the new arrangement was "good news for the Royal Navy and for the future of warship repair and maintenance at Portsmouth".

"FSL plans which include bringing a guaranteed minimum level of commercial work to the facility, with the prospect of very real commercial diversification can only be beneficial to the economic prospects of the Portsmouth area and its people."

The company said it had created up to 100 new, mostly skilled and professional jobs and cut 90 redundancies announced earlier to 75. But the handover ceremony was boycotted by union leaders, who claimed the company had gone back on a guarantee by Defence Secretary George Robertson that changes would not be forced upon the workforce.

FSL starts with a healthy workload, however. The Type 23 frigate HMS Westminster (seen here) is undergoing work on an essential defects package. Other RN vessels scheduled to be docked later this year include the Type 42 destroyer HMS Gloucester and the carrier HMS Illustrious, while a significant amount of unprogrammed work for Captain Fleet Maintenance is also expected. The company is now also responsible for restoration and maintenance of HMS Victory.

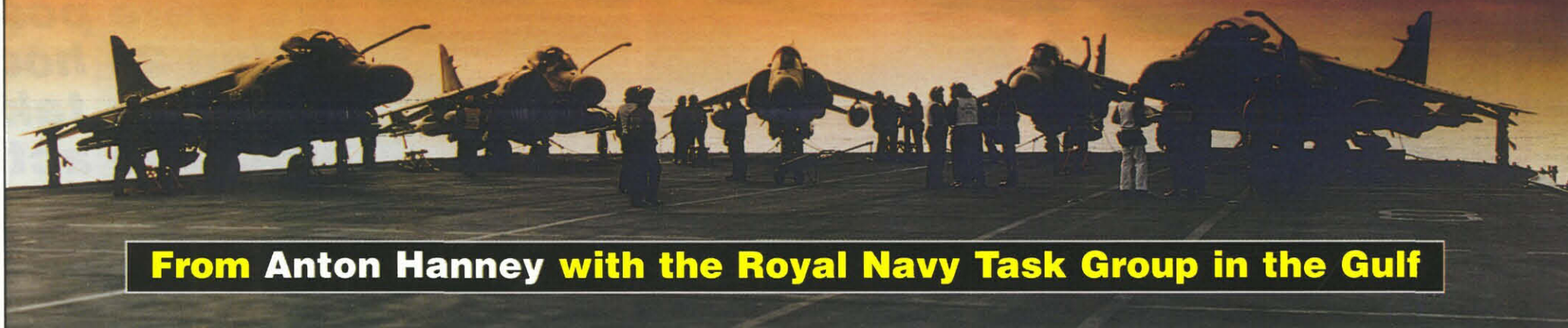


● HMS WESTMINSTER is the first Type 23 frigate to refit in Portsmouth. She was also the first to go on Armilla patrol in the Gulf, from which she has lately returned.

Her work schedule ranges from replacing the laundryman's washing machines to fixing a dent in the ship's side – while the whole of the upper deck is being stripped back and coated with CAMREX. On first inspection the hull appeared in good condition – but then the paintwork was found to have degraded over the years and so repainting the hull – a major task – has been included in the programme.

This is due to complete at the end of May, after which work-up and shake-down training will be mixed in with visits to Estonia, London and Newcastle.

OPERATION BOLTON: DAWN OF AN ERA?



From Anton Hanney with the Royal Navy Task Group in the Gulf

LESSONS learned by the Royal Navy in the Gulf are likely to have a more profound effect on the future shape of carrier air operations than any 'live' experience of recent years.

At one stage during Operation Bolton – the British contribution in support of weapons inspections in Iraq – the most powerful force of HM ships was mustered for any real operation since the Falklands War, and more ship-based aircraft were operating in a potential war zone than had been deployed for decades.

Speaking of the integration of carrier-based Sea Harriers and RAF Harrier GR7s, the Commander of the UK Task Group, Rear Admiral Ian Forbes, told me:

"This is the first time we've done this at this level in a live operation, and on such a scale, and it has been a huge learning process. But the conclusion is that it has been eminently successful, which points the way to it being something that we have got to pursue with a lot of vigour in the short term."

Operation Bolton, directly involving two aircraft carriers, two frigates, a destroyer, three RFA support vessels and a total of more than 50 British aircraft, was rich in 'firsts' for the Royal Navy:

■ It was the first time that RAF aircraft had deployed in numbers to a Royal Navy aircraft carrier during time of tension or war.

■ More Harriers have been operated from an Invincible-class carrier than ever before (16 in HMS Invincible).

■ For the first time aircraft equipped with thermal imaging and laser designation equipment (TIALD) have operated from a carrier, giving the air group its own, organic means of targeting for laser-guided bombs.

■ For the first time a virtually live satellite TV news report has been broadcast from a Royal Navy ship – HMS Invincible – equipped with a special communications aerial fitted by the BBC (see following pages).

"The fact that the mixed, com-

bined air group (RN and RAF) has been able to deploy here so successfully in support of foreign policy underlines the fact that we are going to be using it a lot in the future," said Admiral Forbes, who transferred his flag from HMS Invincible to her relief, HMS Illustrious, in early March.

"We and the RAF come from different cultures, and I wouldn't for one minute say it has been easy

'We were confident we would obliterate all our targets'

and straightforward for an RAF fraternity to come and live with an RN fraternity. That it should have melded accordingly, and under a good deal of operational pressure, has been a huge success story."

Another great success was the TIALD system. "When we started

this we didn't think that we'd have that capability. Then we received the only three TIALD-equipped GR7s that have been produced, and they have all worked superbly well.

"They've allowed us to have organic capability, and means our operations have run faster and smoother than would otherwise have been the case. With this technology and with multi-mission capability, we can play different tunes on different pieces of equipment."

"On one day we were conducting laser designations with F14s and F18s of the USN and USAF; on another we were doing it with RAF Tornado GR1s. This complementary capability is extremely important."

Echoing those views, the Commanding Officer of the RAF's 1 Squadron in Invincible, Wing Cdr Andrew Golledge, said the introduction of TIALD had been a "fantastic" success. "Pilots could train up with the kit in a week, and from the results we achieved in training we were confident that had we done the job we would have obliterated all our targets."

He said his officers and men had established a good professional and social rapport with Invincible's ship's company.

"But it has to be recognised that we are different, that we are part of the Royal Air Force, and we are very keen to keep our RAF identity. While we understand the operational reasons for our deployment, it is new to us and we are not used to it. But by being here we're learning from each other. It's not difficult once we get used to it."

Wing Cdr Golledge will also return with a list of lessons learned which may influence the timing of the deployment of RAF units to carriers in future emergencies.

Meanwhile, as HMS Invincible steamed for home after a marathon, seven-months away from home, her sister-ship HMS Illustrious remained on station in the far north of the Gulf, her fixed-wing aircraft of 801 Naval Air Squadron and 3 Squadron RAF continuing to carry out patrols deep into Iraq as part of Operation Southern Watch, the policing of the no-fly zone.

"It's very much business as usual until the strategic climate does show cause for optimism," said Admiral Forbes.

● Sea Harrier FA2s on the flight deck of HMS Invincible during Operation Bolton.

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THOSE FATEFUL HOURS



● AEM Diane Smith prepares a Sea Harrier for a mission over Iraq.



● Capt Burnell-Nugent.

Media Operations – the story behind the news

THE GULF crisis marked a milestone in the Royal Navy's relationship with the news media. The most tangible sign of that was the erection in the ship of a TV communications aerial, shared by BBC, ITN and Sky – giving the capability, for the first time in a British warship at sea, of live coverage via satellite.

However, there was another pointer which for all its subtlety, indicated a more profound change. The Navy had dropped the term "public relations" or "media relations" to describe its interaction with broadcasters and journalists. It was now "media operations".

Conscious that there is no point in rattling a sabre in a soundproof room, the Navy saw the media attention focused on the Task Group as an essential element in giving diplomacy a chance – by helping to put pressure on Saddam Hussein to accept UN weapons inspections.

"Media operations will be absolutely crucial to our future business," said Task Group commander, Admiral Ian Forbes.

"That is particularly so in this sort of operation where presentation and posture is not only being made to your own public, but also to the regime on which you are putting pressure. That is crucially important."

"If you are able to demonstrate with a high degree of credibility that military force is there and capable, and the media deploys these essential images globally, it can add huge value to the political and diplomatic pressure."

The media operations team in *Invincible* was a balanced mix of expertise from the RN, RNR and MOD civilian areas. In charge of media ops was Cdr John Keegan, the ship's Weapons Engineering Officer. He was assisted by Lt Cdr Pat O'Brien for the day-to-day running of events.

On the Admiral's staff was Lt Cdr

John Parris, a member of the RNR's Public Affairs Branch, whose experience as a TV producer in civilian life proved invaluable in the media communications work on board. Also drafted in was Anthony Worner, a Government information specialist and normally Staff PRO to Flag Officer Naval Aviation.

Cdr Keegan and his team hosted large media parties on board for three months from the end of February. The largest was on February 12 when 32 international press people were welcomed on board when the ship was alongside at Dubai.

The last major visit was by a press group who joined the carrier at sea on February 24-26. They included BBC's Kate Adie who interviewed Admiral Forbes on board, while astern HMS Coventry manoeuvred to provide a

suitable backdrop for the cameras.

Cdr Keegan sees the media communications success pioneered in *Invincible* as a "great leap forward". However, one of his biggest problems was a less technical one: where to put everyone.

"Long-term, the physical problem of accommodating press on board would have been very difficult. Quite apart from the journalists, we had to embark satellite gear, 50 cases of equipment, two technicians and a producer."

And that was in addition to the RAF personnel and the Admiral's staff who had already swelled the count of souls on board. In the case of action, a media pool would have had to be formed and was already under discussion when the Baghdad agreement was signed – and the press inter-

est in the ships began to melt away.

For the CO of *Invincible*, Capt James Burnell-Nugent, the media ops difficulties are there to be overcome. He reinforced his views with this story:

In February there was a mid-air collision between two US Marine Corps F16s from the USS *George Washington*. Someone saw it or overheard radio transmissions, and as a result a report of the crash was on the Internet within five minutes, "probably before the pilot who survived had climbed into his rubber dinghy. The news was on CNN within 45 minutes – before he was back in his ship."

"That sort of situation is not caused by the live equipment we have on board here. I see that equipment as being part of the solution, not part of the problem."

'We were possibly within 24 hours of having to take offensive action'

AS UN Secretary-General Kofi Annan's peace agreement with Saddam Hussein was signed on February 22, the Allied powers in the Gulf were perhaps as little as 24 hours away from strikes against Iraqi targets.

With Iraq just over the horizon, the tension was detectable on board the British warships as the events of that fateful weekend unfolded. "We were possibly within 24 hours or so of having to take offensive action, and there was a fairly subdued atmosphere on board," said the Commanding Officer of HMS *Invincible*, Capt James Burnell-Nugent.

All on board the aircraft carrier had been professionally prepared and trained for whatever was to come. Even so, there was a marked sense of relief as the first, fragile news of an accord in Baghdad hardened into something more substantial.

"Within minutes there was a spring in people's step on board and a feeling of achievement," said the Captain. *Invincible* took out a big mortgage on this whole campaign – right from November with the disappointment over Christmas and uncertainties over the programme."

At one stage it had looked alarmingly as though military action would clash with the timing of the carrier's hand-over to HMS *Illustrious*. "There was obviously some nervousness that that might disrupt the handover with consequences for a later return to UK. So, to have a peaceful and apparently satisfactory outcome was regarded with relief."

Had the air strikes gone ahead, one of those in the firing line would have been Lt Cdr David Baddams, a native of Australia who transferred from the RAN to the RN 19 years ago, and who is now CO of 800 Naval Air Squadron. Their Sea Harriers would have had the task of providing fighter escort to the RAF GR7 ground-attack aircraft on board.

Dave Baddams and his fellow pilots had already flown many times deep into Iraq, and during the Bosnia crisis a few years ago he had flown more than 50 missions over hostile territory.

He was philosophical about the prospect of being in action. "When flying over potentially hostile territory you have a higher anxiety and awareness level," he said. "Most people operate with a degree of anxiety – some more, some less. You are alert to the fact that you are in a



● Sea Harrier pilot before a sortie.

more difficult situation. It's training to cater for that." "Naval aviation is a bit different. We have an element of risk. I think we can manage to minimise it. Once you get into an operation, where potentially you are going to shoot at you, the go up."

And how do the pilots feel about that? "I don't lie about it. However, I've been in the Navy since I was 17. That's what we do. They need to be phlegmatic because our mission, training, have been contingency tasking. The political will to pressure anywhere is says it needs applying."

I would be with HMS *Invincible* at Christmas at an extended sea time in Dubai – between the time the ship's voyage to UK in early January. Since she first left the Gulf, the ship has been part of the programme of "in-the-



● HMS *Invincible* ... live on the news front.

● HMS Coventry's 30mm gun crew closed up for action, with RFA Fort Victoria on her port bow. Picture: LA(PHOT) Neil Hall



The constant companion

OPERATING in defence watches – six hours on and six off – HMS Coventry was acting as escort to Invincible as the Gulf crisis reached its climax. She had been in the region, on pre-planned Armilla patrol with HMS Nottingham, since November and will be in the Gulf until June. But just as Kofi Annan signed his agreement with Saddam, Coventry's ship's company should have been enjoying the delights of the East – in Phuket, Thailand, with their loved ones.

Like Invincible, Coventry's programme was dramatically changed by the crisis, and instead of a stand-off in the Far East, the frigate was ordered to remain in the Gulf. Hundreds of hoped-for holidays had to be cancelled.

"Our trips out of area are planned so that we can quickly get back into area," said the ship's CO, Capt Paul Lambert. "It depends

entirely on what the situation is like in the area as to how far you go or where you go to.

"People realise that they have a job of work to do here. When they're not working, that's the time to relax in port."

For at least one member of the ship's company, WTR Slinger Woods, there's no doubt who's to blame: "Saddam. Our stand-off in

Thailand and Singapore was cancelled because of him. We're relieved over the agreement, but you feel a bit miffed, because if he's going to play games like he's been doing, it has to get resolved."

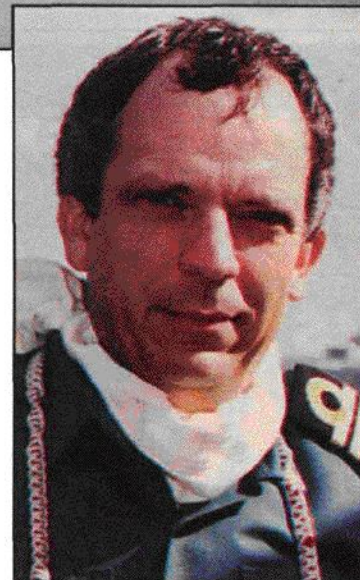
Slinger's girlfriend was one of those planning to fly to Phuket. She had, however, managed to see him when the ship visited Dubai over Christmas. "We're getting married next year, but it depends on the Navy," he said. "Luckily I've got an understanding fiancée."

So has LAEM Mark Hughes. He had planned to marry his fiancée, Emily, in Thailand. "I was gutted at the time," he said, "but we just organised a different time, a different date after the trip – August 6."

His colleague, AEM Andy Rose, also had his romantic plans disrupted. He was looking forward to getting engaged to his girlfriend, Nicole Sealey, in Penang. "We'd already decided to get married, but I wanted to present her with the ring in romantic surroundings. Now we'll have to wait."

Nottingham's CO recognises that his ship's company have not only had to work hard, but have had to cope with what he euphemistically describes as "a flexible programme". But they have coped.

"They have only been able to do so because of the support they have had from their people back home," he said. "Families and friends have been most understanding, whether it's been the fact that they haven't received a phonecall because we haven't



● Capt Paul Lambert of HMS Coventry – praise for the support of families.

been in port, or that they've had their days in the Far East cancelled.

"It's only because of their support and understanding that the people on board have kept up their sense of humour and their spirits."

Mine ships in the Gulf

THE THREE minehunters of the Third Mine Countermeasures Squadron – HM ships Sandown, Bridport and Inverness – have started national and bi-lateral exercises in the Gulf as part of a pre-planned deployment which will last most of this year.

Under the overall command of Cdr Richard Simmonds, the Sandown-class minehunters form UK On Call Force 22 with HMS Herald as tactical command ship and RFA Diligence providing engineering support.

A mid-deployment maintenance period in Dubai will provide an opportunity for families to visit.

■ A report on the deployment of the force, and more Gulf news, will appear in our next edition.

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● Lt Nick Weightman checks an AMRAAM missile on HMS Invincible.

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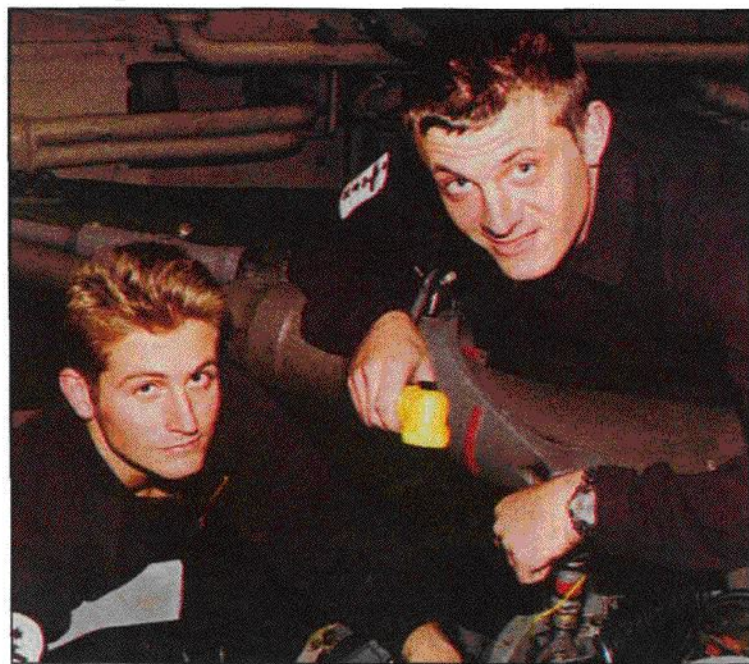
tion", re-learning to operate with RAF Tornado and US F16 strike aircraft ashore; and operating with different US carrier groups from different fleets with different procedures.

"We've had to re-train, update and re-evaluate our tactics and procedures five times over," said Capt Burnell-Nugent. "The Americans have been working a regime with two aircraft carriers, but there's been only one of us, and we've had to maintain a high state of readiness. That means staying at sea."

There was very little anyone could do about the disappointments – but there was a great deal which could be done to ease the tension of the ship's company and their families.

"We obviously did a lot of detailed analyses of weapons systems that might have come up against us, all of which we explained to the ship's company in the wardroom, and we made the Ops Room open to any person at any time."

Now Illustrious has shouldered Invincible's load, and with those fateful hours past – at least for the time being – she is set to receive one of the warmest welcomes for any ship returning home in recent years.



● LAEM Mark Hughes (right) and AEM Andy Rose – romance has to wait.

EYE-WITNESS RECORDS OF THE END OF REPULSE

AT DAWN on December 11, 1941 Lt Haruki Iki of the Imperial Japanese Air Force flew over the spot where he had helped to sink the battle-cruiser HMS Repulse the day before and dropped a wreath into the sea.

His action is recorded by Alan Matthews in his collection *Sailors' Tales — Life Onboard HMS Repulse during World War II* (£10.99 inc pp payable to L.D. Evans at 4 Stone Cottages, Marchwiel, Wrexham LL13 0PP).

The Japanese government arranged for Matthews to interview Iki, who gave him a unique insight into the action from the perspective of the attacking forces.

Iki had flown 'Nell' type bombers in the war against China for five years and had lately switched to the 'Betty'.

"On November 30 one of the Combined Fleets called Kanoya Naval Forces, to which I belonged, was unofficially told to attack the Prince of Wales and Repulse using the Betty. At a meeting held on December 3, the Southern Armed Forces ordered three fleets to sail to Malaya from the Philippines.

"The usual attacking tactics were for nine war planes to fly about 100 metres apart and to launch the attack simultaneously at about a height of about 20 to 50 metres above sea level and a distance of about one mile or less from the target. The torpedoes could travel through the water at about 45 knots.

"When our squadron arrived I could see the Repulse had been hit on the port side. Later I was informed that a torpedo from a 'Nell' of Capt Shirais' Miharu-based squadron had hit a 250kg bomb on Repulse."

It was still, even so, not an easy target to approach.

"It was very difficult because when I was attacking the Repulse it was firing intensively and turning to starboard. So one of the small fleets was attacking from starboard and the other two fleets were attacking from port. We lost a few war planes and they sank close to the Repulse.

"Later I found that my plane

had been penetrated by 17 bullets.

"I scored two hits on the port side, three on the starboard and one on the bow. We could see Repulse was sinking when we were about three kilometres away and three above sea level. After finishing our attack we were still watching her firing, but losing speed. Then she started to sink towards the port side."

Another of Matthews' contributors, ex-Ordinary Seaman Ian Hay, has produced his own memoir *Singapore Repulse* (Pentland Press £13.50). He bears testimony to the gallantry of PO O'Rourke during the ship's final moments:

"Jan Horsford and Blondy Garton decided to go for'd and down the paravane chains on the bow. PO O'Rourke was against it so, as he was my old seamanship instructor, I obeyed his order without question. How ironic could it have been for Blondy and Jan; they had gone for'd with the express desire to avoid the



● HMS Repulse at Portsmouth, 1936.

torpedo holes and were never seen again... Now standing beside PO O'Rourke and, as the youngster, I felt loath to leave him, as amongst all this turmoil he represented order and discipline.

"To his: 'Come on, Ian, over the side you go,' I replied 'Sir!'

as I could not forget my boy's training under him. 'Sir, what about the sharks?' This, we found out later, was the birthplace of the Great White Shark, so what we had seen was a few of them; the explosions had only attracted them.

"Petty Officer O'Rourke's

voice rose up to a high octave with, 'Ian, get over the f — side!' I went, knowing this would be the last time I'd ever see him. Petty Officer O'Rourke stayed at his post directing men away from the submerged torpedo holes, and did not survive."

At Your Leisure

THE CENTENARY OF PORTSMOUTH FOOTBALL CLUB

Play up, Pompey!



● Above left: LSA Phil Rookes, RNVR served in the destroyer HMS Newark (Atlantic convoys) and the cruiser HMS Argonaut (Normandy landings and the Far East). He was a member of Pompey's League Championship winning team in 1949.

● Above right: Mne Len Phillips served in Europe and the Far East and took part in the D-Day landings as crew of an assault landing craft launched from the Empire Battleaxe. He was a member of the Portsmouth League Championship winning teams in 1949 and 1950 and three times represented England from 1951-54.

● Below: Sir Arthur Conan Doyle, founder member.

THE NAVY's connections with Portsmouth Football Club go back to its very beginnings — and reached a proud peak just after World War II in a series of championships in which Navy men helped take Pompey to the top.

To mark the 100th anniversary of the founding of the club, the RN Philatelic Society has issued a special cover packed with photographs of sailor soccer stars of half a century ago — and other personalities, such as founder member of the earlier Portsmouth Football Association Club Sir Arthur Conan Doyle, who created Sherlock Holmes while living in Southsea and may have been the club's first goalkeeper under the alias A.C. Smith!

Tel. 01705 820921 for details of prices.



● English League Champions of 1948-49 receive the cup from the club president, Field Marshal Viscount Montgomery of Alamein.



● Jimmy Dickinson, the most celebrated of all post-war Pompey players, served as an AB in the destroyers HMS Carysfort and Matchless. Here the Portsmouth/England half back is pictured enjoying his December 1954 copy of Navy News!

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At Your Leisure

VIDEO ALBUM OF MEMORIES

EIGHT videos of films made specially for the Navy for training or public information – one dating back to World War II – are now available from FAME (Film Archive Management and Entertainment).

Flying the Ark features both the modern HMS Ark Royal and her immediate predecessor – the star of the famous BBC documentary *Sailor, Hands to Flying Stations* (1975) shows the launch and recovery of fixed wing and rotary wing aircraft in the days of the Buccaneer and the Wessex. *People Like You* (1986) deals with flight safety, with Sea Harriers, Sea Kings and Lynx in action with a Type 21 frigate and an RFA.

The Birth & Life of a Frigate pays homage to the Leander Class. *Naval Shipbuilding* (1973) follows the main stages in its evolution – research and development, building, trials, acceptance and commissioning – while *Portland Ahead* (1975) takes the story on to sea training.

Life with the Marines has their varied and active life in general depicted in *The Royal Marines* (1983), concluding with footage from the Falklands conflict. Particular attention is paid to Arctic training in *Arctic Patrol* (1973) which tells of preparations to attack an enemy petrol dump located in snow-covered tundra.

Out of the Air carries three titles – *Aircraft Controller* (1976), featuring a variety of

aircraft of the period; *Hover Navy* (1978), charting the development of hovercraft in the RN; and *Aircraft Salvage – Location and Recovery* (1979) detailing the recovery of a helicopter lost at sea in depths beyond normal diving limits.

Tug Work is another trio, *Tug Work* itself exploring the variety of tugs employed in 1976-77; *Pilot Embarked* dealing with the relationship between pilot and captain; and *Salvage – the Reward*, documenting the salvage of HMS Reward which sank in thick fog in the River Forth.

Frigate begins with *Frigate* (1972) with life on board HMS

Sirius as experienced by young junior officers. This is tied in with *Boxer – Forewarned is Forearmed* (1983), a public relations film made on board a stretched Type 22 frigate and narrated by Sir Michael Hordern.

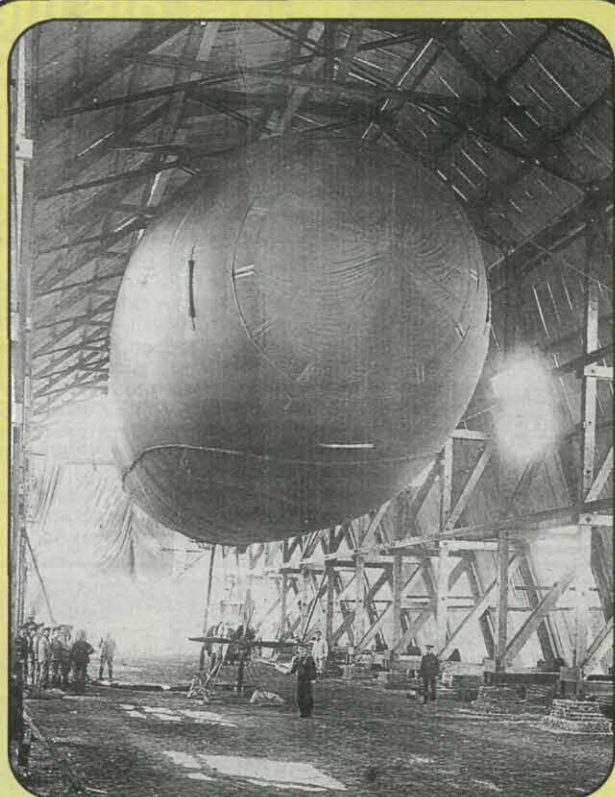
Destroyer features two Type 42 destroyers lost in the Falklands. *HMS Sheffield* (1975) contrasts life aboard D80 with the Gibraltar Shore Station while *The Right Choice* (1982) follows a midshipman's first voyage to Hong Kong in HMS Coventry.

Final title in the series to date is *Fearless Navy* which features the classic *The Broad Fourteens* (1945).

Released after the end of the war in Europe, it follows the fortunes of a Motor Torpedo Boat and its crew, fresh from training and awaiting action. Plus *The Dragon Squadron* (1973) as the Ton-class ships on patrol in Hong Kong waters were known and *Fearless to the Fleet* (1978), another dealing with life at sea for young officers, focused on HMS Fearless and HMS Andromeda.

All are priced at £9.95 (plus £1.25pp) from FAME at PO Box 608, Hailsham, Sussex BN27 3UN.

Below: HMS Sheffield, featured in the video Destroyer.

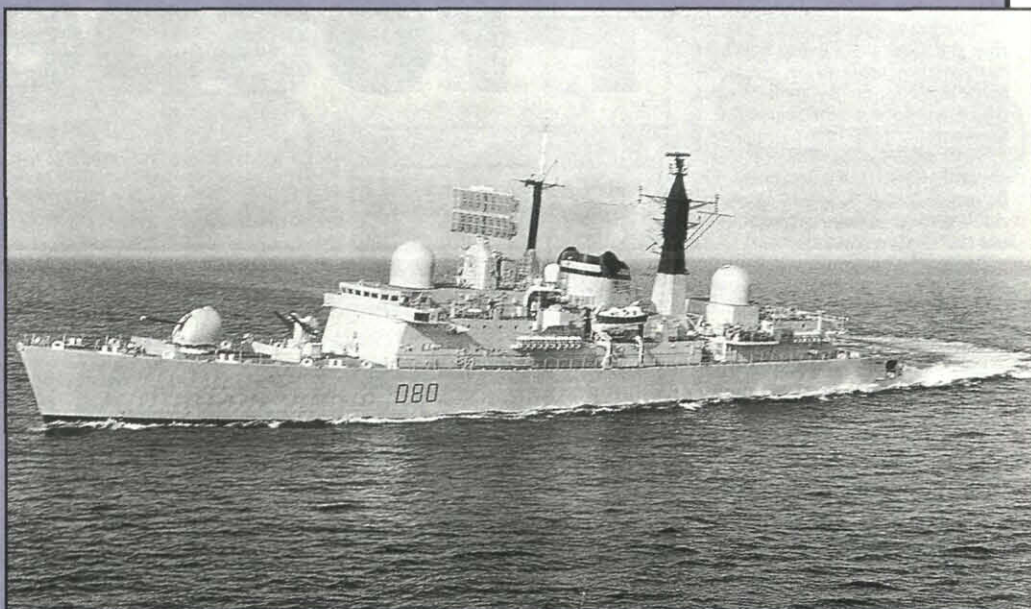


Bags of enthusiasm

THIRTY years of research have gone into Ces Mowthorpe's unique study of British airships of World War I, *Battlebags* (Sutton Publishing £12.99) – the first to attempt to identify and describe operations of each single aircraft.

The RNAS operated at least 211 during this period. One of the first 'Sea Scout' types, SS-2, is seen here in the shed at Dover on April 9, 1915. Despite their many shortcomings, these were simple to fly – even by 'young midshipmen with small boat training' who took to them with all the reckless enthusiasm of youth – and provided air cover when no other aircraft could do so to counter the submarine threat.

Their specification called for a 50mph maximum speed and an endurance of eight hours while carrying a crew of two, 160lb of bombs and a radio set with a range of 30 miles.



Sci-fi that delivers ideas with action

ANYONE who has had to occupy for hours on end the same space as a bunch of mobile-phone users may have trouble accepting the premise that underlies Kevin Kostner's *The Postman*, which is that the essence of civilisation is communication.

The film is set post-WW3, when there really is no such thing as society, merely the isolated remnants of old towns, all out of touch and fortified against predators. Costner, a resourceful wanderer, hits on a crafty ruse when he finds the wreck of an old mail van and the skeletal remains of its driver. Appropriating the postbag and

the uniform, he shows up at the nearest settlement with a tale of how government has been restored and is now delivering the backlog of old mail – all in the hope of no more than a meal and a bed for the night.

But this turns out to be the first step in a sequence of events which ends up illustrating the film's secondary premise, that sometimes an illusion can have such force that it becomes a reality.

Connoisseurs of the post-apocalyptic should find much to relish here: the abandoned vehicles strewn around, petrol having run out and the horse regained its old

movie might have carried the credit 'Based on an idea by Dolly the Sheep' since genetics and the manipulation thereof are what underpin the story.

The film proposes a society divided into the elite and the proles, but on a novel basis. The masters are the purpose-built, those bred with all flaws and defects scientifically eradicated; the new underclass are the ones born old-style, subject to the lottery of inherited strengths and weaknesses we take for granted today.

The hero (Ethan Hawke) is an In-Valid, as such unfortunates are known, who tries to pass himself off as a DNA-perfect, and the big part of the film is the game of cat and mouse he plays with the authorities. A whodunnit sub-plot has been grafted on to the proceedings but audiences would require a super-strength gullibility gene to take that aspect seriously.

Co-starring is Uma Thurman, somewhat dispensable so far as the story is concerned, but absolutely essential in all other respects.

Neither of these films was well-received, *The Postman* in particular coming in for very rough handling. Nevertheless, they arrive at a time when Hollywood sci-fi seems primarily to be about special effects: mile-long spaceships crash landing on Jupiter or armies of aliens besieging Earth's last citadel. Here at least are two fantasies where the ideas are at least as important as the action. No fan will want to miss them.

– Bob Baker

ScreenScene

supremacy, the hydroelectric dam turned into a towering fortress, the brutalised captives of a warlord finding comfort in the ghostly image of Julie Andrews in *The Sound of Music* projected on to a quarry wall.

It is through the figure of the warlord (played with just the right degree of weirdness by Tom Poston) with his Hitler-esque pretensions and virulent, flag-burning anti-Americanism that the film touches a contemporary nerve, the idea that, as events in Waco and Oklahoma demonstrate, a shift has taken place whereby the terms 'far right' and 'nationalist' may no longer indicate the same thing, and can even be taken opposites.

Gattaca is also sci-fi, and has also found its inspiration in present-day concerns. Indeed, the

"HMS. GANGES (The final farewell) . . . video. Ideal birthday /surprise present. Documentary includes all aspects of GANGES before demolition. One tear-jerking hour of nostalgia, produced by JOHN DOUGLAS author H.M.S. GANGES (Roll on my dozen!) & H.M.S. GANGES (Tales of the T.R.O.G.'S.) S.A.E. details Douglas Hse, Penmarth Redruth, Cornwall TR16 6NX

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Woman reports on life in a submarine

A FEMALE officer has spent two weeks with a Navy submarine as part of a feasibility study into women serving at sea with the Submarine Flotilla.

As part of her time in Trafalgar-class submarine HMS Triumph, Lt Deborah Hitchings spent eight days at sea.

A Navy spokesman said: "The purpose of this attachment was specifically to include the perspective of a female officer with sea-going experience."

"Her report will form part of the overall study, which looks at questions such as medical implications, combat effectiveness and the provision of accommodation and bathrooms."

"It was felt that to carry out the study without such an input could lead to an incomplete assessment of the situation."

"During her time in the submarine she slept on a camp bed in a curtained-off area of an electronics compartment, an arrangement which would not be suitable for a long-term appointment."

"The design of the officers' showers and toilets, however, meant that she – and the submarine's male officers – were able to use the facilities with privacy."

Lt Hitchings' report will form part of an overall study which will not be ready for Flag Officer Submarines until later this year.

This study was initiated five years ago during an earlier appraisal which concluded that it was not practicable at that stage for women to serve in submarines.

News in Brief

RFA pay deal

A PAY DEAL has been agreed with merchant seamen working in Royal Fleet Auxiliary ships.

The settlement means a 3.5 per cent unconditional pay increase, and ends the threat of a dispute over the introduction of performance-related pay.

A new pay round is due to begin this month.

Supply merger

THE POST of Director Supply (South) disappears on April 1 as the role is merged with Naval Base Commander Portsmouth.

The move is a further stage in the development of Portsmouth as a fully integrated naval base.

Chief visits

CHIEF of Fleet Support Vice Admiral Sir John Dunt has visited the Defence Helicopter Support Authority at RN air station Yeovilton.

The visit gave Admiral Dunt the chance to see the workings of the tri-Service unit, which employs 330 military and Civil Service personnel.

Sonar prize

HMS IRON DUKE has received the Fleet Sonar Efficiency prize.

The Type 23 frigate conducted two periods of anti-submarine warfare trials off the Bahamas last year, and tested herself against British, US, French, Polish and Russian submarines in exercises from Puerto Rico to Severomorsk.

New charts

TWELVE new folios in the Admiralty Raster Chart Service series have been produced by the UK Hydrographic Office.

The ten-chart folios cost £99 each plus VAT, and cover the popular sailing areas of the UK.



● End of an era – the final course marks the occasion by saying 'farewell' in semaphore, watched by their instructors. Capt Barry Kent RN (retd.), former Captain of the Signal School, Chief Naval Signal Officer and author of the book *Signal*, is at centre.

Course signals end of an era

MORE than 180 years of Naval history has ended with the completion of the final Communications Yeoman qualifying course at HMS Collingwood.

The term Yeoman of Signals was introduced in November 1816, and became 'Communications Yeoman' in 1958. Professional qualifying courses were

initially conducted at signal schools established at Devonport, Plymouth and Chatham, as well as on board HMS Victory, before a permanent shore establishment was opened in the former RN Barracks at Portsmouth in 1906.

Training transferred to HMS Mercury at Leydene, Petersfield, during the Second World War, finally moving to HMS Collingwood in 1993.

Communications senior rates are now known as Petty Officer (Communications).

But despite the proliferation of modern satellite and computerised systems, purists will be pleased to know that the traditional methods of communicating, using flags and flashing lights, will continue to be employed for the foreseeable future.

Prospects bright for Cavalier

BRITAIN's last World War II destroyer, HMS Cavalier, now has a "very, very good chance" of being rescued following support for her preservation from an all-party committee of the House of Commons.

The former warship, under threat of being broken up after languishing for years in a South Tyneside dock, is now the subject of an emergency bid to the National Heritage Lottery Fund.

Several groups interested in the ship's preservation, including the HMS Cavalier Association and Chatham Historical Dockyard, have agreed at a meeting to ask the Lottery fund to help finance the £60,000 cost of a feasibility study and ship survey as the first step in transferring her to Chatham.

Mayor of the Medway Towns Council, Cllr Norman Carter, said the meeting agreed that a business plan be drawn up as the first step to repairing and renovating the ship before putting her on display.

He said that although no local authority funding was possible, the project could be paid for through Lottery and other funding.

The new optimism for the ship's future follows a recommendation by the Culture, Media and Sports Committee of the Commons, that the Lottery Fund look closely at a preservation scheme as well as examine more widely the criteria for funding ship preservation. And on April 7, Heritage Minister Mark Fisher plans to go to see Cavalier for himself.

"The feasibility study is the most important document that the ship requires," said Cllr Carter, who served on board the Cavalier during her last commission which ended in the 1970s.

Freedom for hospital

THE FORMER Naval hospital in Gosport has been given the freedom of the town.

Personnel at the Royal Hospital Haslar, the country's main tri-Service hospital, can now parade through Gosport and will be invited to major civic events.

A freedom scroll and silver casket were received on behalf of the hospital by Commanding Officer Brigadier Guy Ratcliffe.

"I am infinitely more confident that we can save her than in the two years I've been working for her preservation," he said. "We have a very, very good chance of succeeding."

Present owners of the ship, South Tyneside Council, have given the ship a three-month reprieve from the scrapyard to allow time for a rescue plan to be put together. Mr Carter says he is confident that a workable plan can be put forward in time.

Other groups are interested in putting the ship on display elsewhere – including the Warship Preservation Trust which would berth her at Liverpool, and a prospective Maltese buyer who is considering berthing her in the former Naval base on the island.

mer Naval base on the island.

But so far it seems that the Medway plan has the strongest support from among those interested in saving the ship.

The HMS Cavalier Association is already proposing that a memorial chapel be set up on board or at her berth for the men who died on destroyers during World War II – more than 150 ships were sunk.

Association chairman Sid Anning wants to get in touch with secretaries of ship or flotilla associations for support; write to 14 Kipling Gardens, Crownhill, Plymouth, PL5 3DD (01752 768201).

■ The HMS Cavalier Association reunion will be held on May 22-25. Contact Mr Anning for details.

■ Under the new circumstances a rally planned for April 25 in London has been postponed.



● Tokens of esteem – Rear Admiral Jonathan Band and Rear Admiral Takashi Saito exchange gifts.

Japanese team in naval talks

A DELEGATION from the Japanese Maritime Self Defence Force have been in talks with their Royal Navy counterparts in London.

The UK/Japan Naval Staff Talks were part of an ongoing programme of bilateral talks with 15 countries, designed to improve relations by providing a forum for friendly navies to share experiences and enhance

international co-operation. Whilst in the UK the Japanese toured HMS Victory, the School of Maritime Operations and HMS Ocean.

Rear Admiral Jonathan Band, Assistant Chief of Naval Staff, also took the opportunity to exchange gifts with the leader of the Japanese delegation, Rear Admiral Takashi Saito.

Fishery patrol ship and frigate visit river ports



● On her way – HMS Anglesey locking out of Docklands.

Picture: Alexander White of the historic tug Golden Cross.

Capital visit for HMS Anglesey

DWARFED by the distinctive tower of Canary Wharf, HMS Anglesey spent five days in Docklands during an informal five-day goodwill visit to the Port of London.

The fishery protection vessel was open to visitors, and hosted guests from the Worshipful

Company of Fishmongers and the Ministry of Agriculture, Fisheries and Food.

It proved to be a welcome break from the ship's normal patrol pattern of ten days at sea, followed by two alongside, and gave partners a chance to see their spouses – and the sights of London.



● Ipswich calling – Phillip Carter (17), of the Royal Hospital School, welcomes HMS Grafton to the port of Ipswich.

Affiliates flock to see 'their' warship

FRIGATE HMS Grafton proved a popular attraction when she paid an informal visit to her affiliated town of Ipswich.

The visit strengthened the ship's links with affiliated groups, from 4 Regiment Army Air Corps to Royal Hospital School, Holbrook.

More than 7,000 people toured the ship over two days, some queuing for two hours for the chance to go on board.

The ship's Commanding Officer, Cdr Nick Stanley, was also invited to officially unveil a road sign in the newly-renamed Grafton Way.

Medal for hero who lost his life

A FORMER Navy man has been posthumously awarded a gold medal for a heroic rescue at sea.

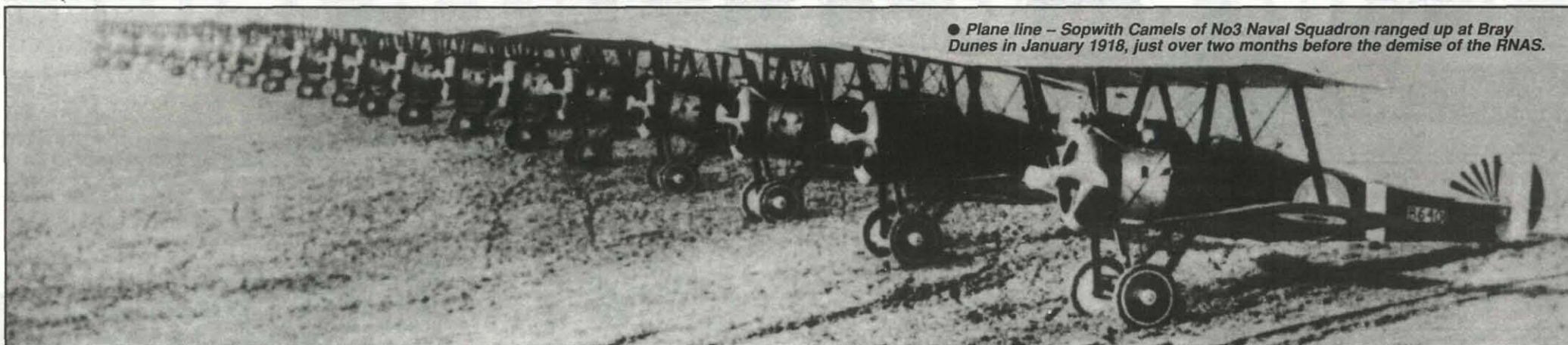
William Deacon (50) was a helicopter winchman for Bristow, and was on duty when freighter, The Green Lily, broke down in gale-force winds and high seas off the Shetlands.

Five of the crew of 15 were taken off by lifeboat as the ship lurched towards cliffs, and Mr Deacon, on the ship, rescued the others, two by two, in horrendous conditions.

As the last two were taken off, he was swept overboard. His body was recovered the following day.

The gold medal was awarded by the Association of Retired Persons Over 50.

At a stroke on April 1 1918, did thousands of men and machines become...



● Plane line – Sopwith Camels of No3 Naval Squadron ranged up at Bray Dunes in January 1918, just over two months before the demise of the RNAS.

Real April Fools?

Monday, April 1 (Easter Monday)

So we were told we were Real April Fools & I'm a Corporal Clerk & fed up with being told it into the bargain.

● H.R. Hadfield notes with slight irritation the novelty surrounding the new RAF, which stood for several different phrases at the time.



THE NEW GOVERNESS

'Come, Boys, Shake Hands and be Friends!'

● How the switch was seen by *The Piloter* magazine in April, 1918, with the new governess – the RAF – trying to soothe the tempers of the Royal Flying Corps and Royal Naval Air Service.

By **MIKE GRAY**

THE CREATION of the new Royal Air Force on April 1, 1918, was part of a Whitehall power struggle.

But the event was of only passing interest to those attempting to cripple the Germans' final all-out push for victory on the Western Front.

The Royal Naval Air Service was created from the Naval wing of the Royal Flying Corps in July 1914.

At that time it had a strength of 39 conventional aeroplanes, 59 seaplanes, of which only half were fully operational, and six military airships. Personnel strength was 128 officers and 700 ratings.

Less than four years later, when the RNAS merged into the new RAF, there were more than 2,500 aircraft, 100 airships, and a strength of more than 55,000.

Most were given the choice to move or stay, and many switched in the belief there would be little chance of flying with the Navy.

Suddenly there were RAF aircraft and aircrew operating from Navy ships – an arrangement which has a curiously modern ring to it.

Some were just caught up in the great movement, such as sick berth attendants, with no particular aviation skills or knowledge.

But the impact of such sweeping changes was often felt most keenly in peripheral problems, such as ranks and uniforms.

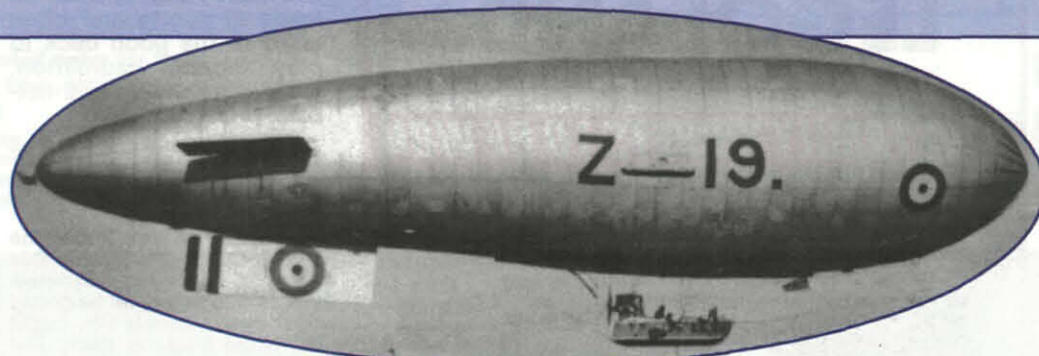
Diaries from the time usually keep it simple, commenting "transferred to RAF" or similar.

Branch and establishment magazines were reasonable barometers of feelings – magazines such as *The Quirk*, serving the RNAS element at the RN College, Greenwich.

In an advert headed *Naval Kit* in March, outfitters Thresher and Glenny offered RAF uniforms, adding "the new uniform will not be made compulsory until sufficient time has elapsed for existing uniforms of the RNAS and RFC to be worn out."

Another advert suggests "give your friends who are interested in aviation a copy of *Four Songs of the Air Service*," as they will "enjoy singing these invigorating songs", which included *Ordered Overseas* and *Five-and-twenty Bombers*.

Photographs, cartoons and diaries provided by the Fleet Air Arm Museum at Yeovilton. For details of opening times, admission costs and research/archive facilities ring 01935 840181.



● Naval skyblister – Zero-class airship Z-19 pictured in 1917.

The next edition, on April 30, stated it retained the old title of RNAS, and that the subsequent title would depend on new conditions under the RAF.

That edition also refers to long-distance bombing raids on Germany by British airmen, and predicts that soon machines would carry ten tons 1,000 miles without stopping at speeds of 100mph.

Another contributor to that edition asks if the initials RAF stand for "Rivalry All Finished between the RNAS and RFC?"

That point was addressed by a cartoon in the April edition of *The Piloter*, while *The Quirk* in the same month referred to rumours of an ornate new RAF uniform.

The Piloter, in an editorial in April, says: "The first act of the great amalgamation has been witnessed; and, really, there was nothing fearfully exciting about it."

"On the first of April the Flagstaff flew a different pennon; but no mysterious and abrupt transition into khaki had occurred."

"We were all quite normal – members of the RAF in the habiliments (or togs) of the RNAS..."

The Battlebag, the journal of the Naval airship base at Longside, Aberdeen, amended the legend in a front-page Naval crown from RNAS to RAF between March and April, and the editor changed from Flt Lt Jelliffe RN to Capt Jelliffe RAF.

Any hopes that the new system would be assimilated by the May edition were dashed – the officers were by then referred to by their new ranks, but the men were still known by their old RNAS ratings.

And there was still the matter of a war to win...



"GOOD BYE-EE!"

● The practical problems of new uniforms was addressed by the April 1918 edition of *The Quirk*, the magazine of the RNAS at the RN College, Greenwich. At that stage the RAF uniform had not been finalised, and there were rumours about how ornate it might turn out to be.

The night the Navy gave the dragon's tail a 'damned good twist'

Raiders rally to the name of St George

WITH a simple battle-signal – "St George for England" – Vice Admiral Roger Keyes launched a raid bordering on the suicidal.

Yet the assault on Zeebrugge on St George's Day 80 years ago became a glorious example of Naval courage and resourcefulness.

Answering the signal, Capt Alfred Carpenter, commanding the obsolete cruiser HMS *Vindictive*, replied: "May we give the dragon's tail a damned good twist."

And off they went, a motley collection of elderly ships packed with a strange mixed cargo of daring men, explosives and cement.

Before them lay a heavily-fortified port protecting the mouth of the Bruges Canal, a haven for U-boats and coastal forces.

The plan was simple.

HMS *Vindictive*, carrying Naval and Royal Marines assault parties, was to attack the granite Mole, which bristled with German guns.

Converted Mersey ferries *Daffodil* and *Iris*, also carrying assault parties, were detailed to push the cruiser against the Mole.

These actions both created a diversion and attempted to knock out the threat posed to three further obsolete warships, *Iphigenia*, *Intrepid* and *Thetis*.

Two old C-class submarines, now

floating bombs, were sent to destroy the viaduct which served the Mole.

In addition, a host of destroyers, motor boats and launches joined the fleet which approached the Belgian coast just before midnight.

The raid was dogged by bad luck.

A smokescreen was blown away by a shift in wind direction, making *Vindictive* a perfect target.

Returning fire as she stormed in, shells knocking lumps off her superstructure and killing men by the dozen, *Vindictive* slammed into the Mole – hundreds of yards further than planned, robbing her men of her protective gunfire.

Many heroes died on the Mole, and many were wounded, but enough damage was done to give the blockships a fighting chance.

Thetis ran into nets and her engines failed as she sank under heavy fire – but not before she was guided into the channel, where her keel was blown out.

Intrepid could not quite be brought square across the canal, but *Iphigenia* completed the job by settling right across the mouth.

Meanwhile submarine C3, was rammed into the viaduct and the crew abandoned ship as Lt Richard Sandford lit the fuses and brought down the structure.

Her sister boat failed to arrive, her tow having parted in mid-

Channel.

Their job done, the battered assault ships simply pulled away from the Mole and limped back to England.

More than 1,500 had been involved in the hour-long raid.

Many were deemed worthy of the Victoria Cross, and were entered into a ballot in which the shortlisted chose eight of their number they felt most deserving, including Carpenter and Sandford.

There were also 21 Distinguished Service Orders, 29 Distinguished Service Crosses, 16 Conspicuous Gallantry Medals, 143 Distinguished Service Medals and 283 were mentioned in despatches for their night's work.

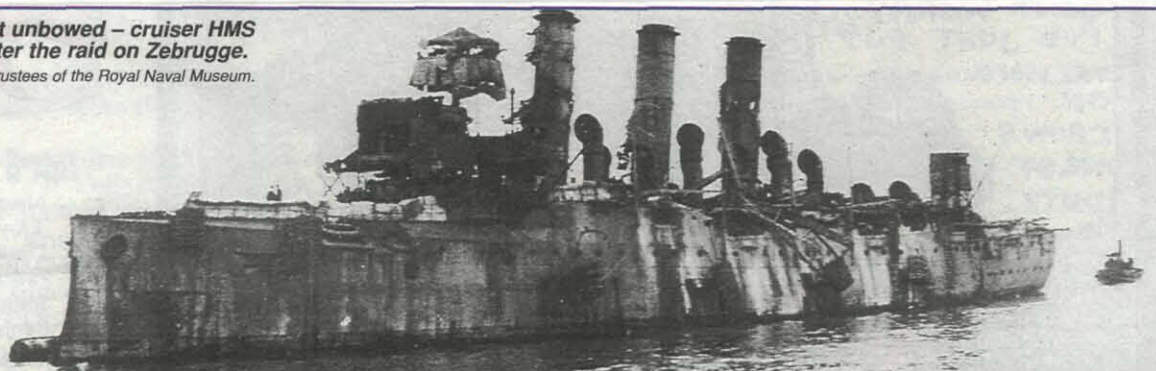
The raid effectively blocked the canal for more than three weeks – but German shipping bottled up inland was reprieved.

The Navy's air strength had been handed to the RAF only three weeks before the raid, and no follow-up bombing raids could be arranged by the Air Ministry for a month, by which time some ships had slipped out through newly-dredged channels in Zeebrugge.

■ A parade and memorial service is to be held on Merseyside on the weekend of April 25-26 to commemorate the Zeebrugge raid.

● Bloody but unbowed – cruiser HMS *Vindictive* after the raid on Zeebrugge.

Picture: Trustees of the Royal Naval Museum.



The GANG PLANK Club

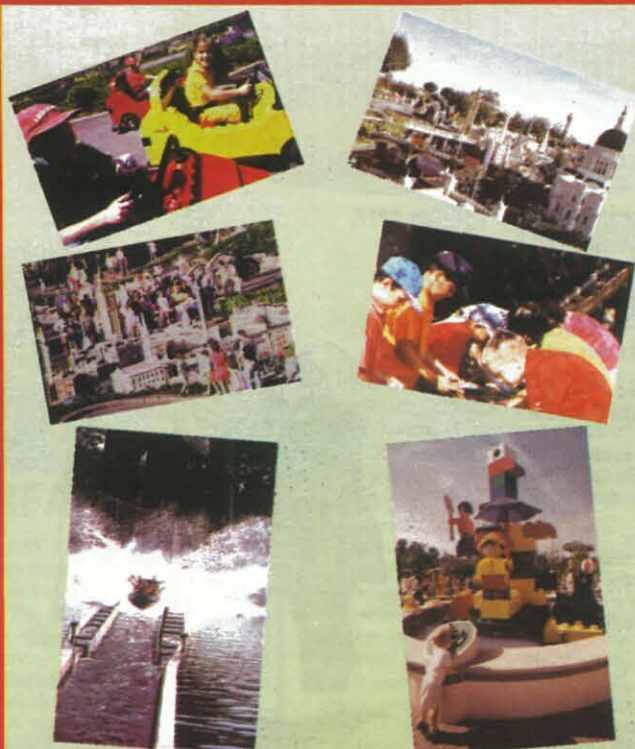
A VERY 'APPY Easter to you me hearties. We're fair swamped with them chocolate eggs aboard our ship, even me parrot has snaffled a few to put in the old crow's nest! I hope by the time you're reading me greetings you have received my little Easter present. All the gang on board helped me choose your presents so I hope you liked them. Don't forget to tell all your friends about our club, they can come aboard any time.

I've been reading all about this 'ere football game in your landlubber newspapers. It sounds like a lot of fun and I got me crew to find out more about it. They got to know a lot about our England team and it gave them the idea for the World Cup question below. Be speaking to you next month, heave ho!

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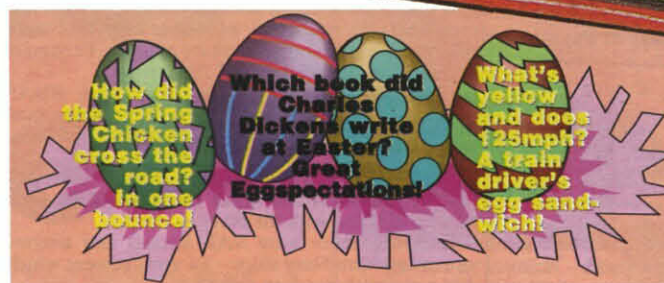
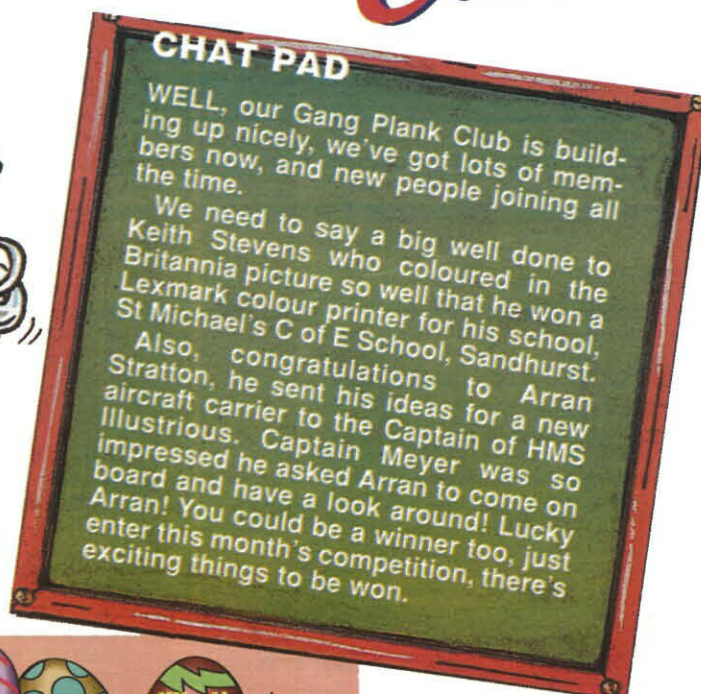
WORLD CUP FEVER...

CAPTAIN Plank is keen on loads of sports and often takes to the poop deck to play tennis, badminton, football, rounders and netball.

If you have any good stories about the sports you play, Captain Plank would like to hear from you.

As many of you know, the World Cup takes place this summer in France, between now and then we will be giving you clues to people who might be in the England team. The answers will be in the next issue...

Question 1: This goalkeeper is in the regular England team, plays for a London club, likes to sport a moustache and part of his last name is talked about a lot in Navy News. Can you guess who he is?



Time to get on your bikes!

CYCLING is fun, healthy, cheap and good for the environment, so pump up those tyres and encourage the whole family to get fit for the Spring!

Make sure your bike is fit for the road. Ask an adult to check the basics or take it to a cycle shop who will do it for a small charge.

Always wear a helmet that fits comfortably and securely. The straps should be easy to adjust and it should not stop you from seeing the road clearly. Only buy a helmet that has a CE mark.

Be seen. The right kit can help you to be seen, fluorescent during the day and reflective at night. You must use front and back lights and have a red reflector at night.

Be alert. Look all around you before starting and watch out for pedestrians.

Choose your route, use side streets and avoid very busy roads if you can.

Get trained- if you haven't had cycle training, find out where you can get it. Your school or road safety officer should be able to help you.

Always tell a grown-up where you are going.

Membership Application Form

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Special interests: Sport ☐ Music ☐ Film/TV ☐

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Surfing the net



TECHNOCAT decided to take a 'paws' from surfing the internet this month to try out the latest video games. Look out for Nintendo 64's Yoshi's Story to be released in April, it's a totally cool full-time adventure in Hand Made World but watch out for exploding eggs! It's a game for one player.

Sega Saturn's Burning Rangers is also set for release in April. Hi-tech firemen jet-pack around the screen looking for civilians amongst collapsing skyscrapers and space-ships, leaping away from flash fires, using CO2 cannons to douse the flames.

Sony PlayStation's Cool Boarders 2 is a game for one or two players and is a worthy sequel to the original, with lots of variety, with plenty of ramps, bumps and halfpipes to practice awe-inspiring airborne tricks. Have fun you cool-cat dudes!

The GANG



April birthdays

Alexander Merret
Lloyd Robinson
Francesca Ingram
Padraig Anderson
Jonathon Burford
Benjamin Skelton
Guy Hart
Nicola Smith

WHAT'S LIFE LIKE ON A SHIP?

THIS IS a snapshot of daily life on board a Royal Navy ship. No two days are ever the same, but this will give you a taste of excitement happening on board.

It's the early hours of the morning and most of the ship's company are sleeping, but there's always work to be done and on the bridge, men are ready to alert the rest of the ship.

The operations room is helping to check that the direction of the ship is 100 per cent accurate. In the machinery compartments, checks are made to ensure that electrical and other important systems are running 24 hours a day.

The rest of the ship is woken at six o'clock in the morning because, today, an air defence exercise is about to start.

Soon, planes from a Naval air station are flying fast overhead and their every movement is being tracked so those manning the weapons know where to direct them.

Operator mechanics use their sophisticated sonar equipment to locate submarines and decide how to attack them. A helicopter launches to practise chasing and attacking one so that they will be ready for a real-life emergency.

Suddenly the shout of 'man overboard' goes out on the ship and another exercise starts.

The swimmer of the watch is called ready to jump over the side with a safety line and a rescue vessel is lowered to recover a dummy.

Action packed

At nine o'clock at night the day still isn't over for some. Switchboard drills are taking place and special sea duty men are on call to prepare the ship for harbour, and soon she is safely anchored.

As you can see, a typical day is full of action, but that doesn't mean that there isn't time to relax. People in the Royal Navy work very hard but have lots of fun, too!

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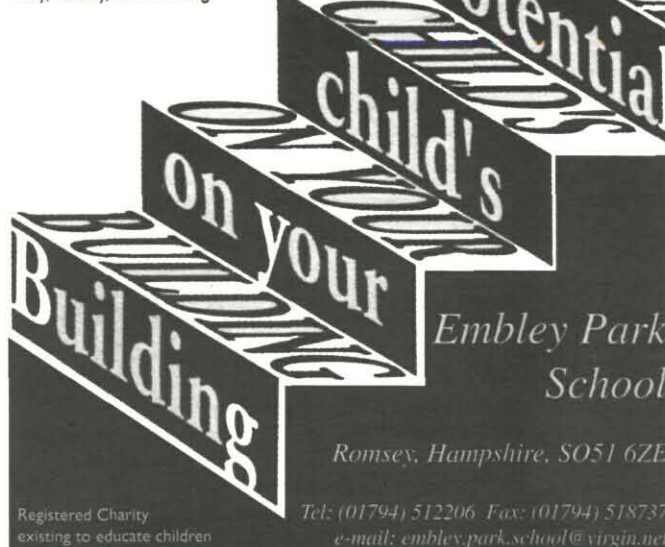
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The Property Scene

Advertising feature

The most important advice any estate agent can give prospective purchasers is to first find out if they can get a mortgage, the maximum level they can receive on a mortgage and the cost of the monthly repayments.

It is very important to shop around and ask a number of them who they feel would be best to work on your behalf.

Next stage is to visit the general area in which you are hoping to purchase and find out the type of properties available. Then visit the local estate agent, collect details of available properties and enrol on their mailing lists.

But we cannot emphasise enough the importance of speaking to a financial adviser first. Too many find the property of their dreams – only to discover they cannot afford it.

– Bushnell Porter, Southsea. Tel 01705 832828

Homebuying – what mortgage?

Repaying your mortgage

AS FAR as repaying the capital is concerned, there are basically only two types of mortgage – Repayment and Interest Only.

With a Repayment mortgage, the amount borrowed reduces gradually throughout the term of the mortgage; with an Interest Only mortgage, it is repaid in one lump sum at the end of the term. Normally, the lump sum comes from the proceeds of an endowment life assurance policy or pension plan.

Discounted mortgage rate

THE LENDER offers you a discount off their standard variable rate for a period of time, at the end of which you revert to the standard variable rate. The rate payable can

rise, as well as fall during the discount term, reflecting the change in the lender's standard variable rate.

The lender will have set a time period at the onset of the mortgage, stating the penalties payable for early redemption of all or part of the loan within that period (known as redemption penalties). Borrowers should pay particular attention to these, as they can be substantial.

Fixed rate mortgage

IDEAL for the borrower who wants to know exactly how much his/her monthly payment will be. The lender will offer a fixed rate for a period of time. Usually, the longer the period, the higher the fixed rate. During the fixed rate the mortgage payment will not rise or fall. If variable mortgage interest rates rise above your fixed rate, you win – but if it falls you can find yourself paying more than somebody paying at the standard variable rate. The ideal benefit of a fixed rate is that you are buying security and can budget accurately.

Capped rate mortgages

THE BENEFIT of this type of mortgage contract is that you will know the maximum interest rate payable during the period of your capped mortgage. If the interest rate falls below the capped rate your payment will reduce to reflect the change in the standard variable rate.

You will usually pay a booking fee for both a fixed rate mortgage

and a capped rate mortgage.

Lenders may offer various inducements with all these products – typically cash backs, free surveys, money towards your legal fees. You should pay particular attention to the small print as what may look attractive at first glance may end up costing more in the long term.

Typically, the lender will lend you up to 85 per cent of the purchase price or valuation of the property (whichever is the lower)

without proof of earnings. You will normally have to declare that you have the income to make the mortgage payments. Newly self-employed people will find this type of mortgage very helpful as they are not required to show their accounts, which during the first years of business would typically show low profits.

– Stephen Abbot, Financial Planning Consultant representing Allied Dunbar. Tel 0113 242 2212.

A policy unique to the Services

A COUPLE of years ago, Independent Market Research revealed that the Service community believes that, by and large, the British insurance industry is out of touch with the insurance requirements of the Armed Forces.

It also highlighted the fact that members of the Armed Forces believe the insurance industry perceives them to be high risk and therefore loads the premiums unnecessarily.

Nothing could be further from the truth.

There are several insurance companies specialising in personal insurance requirements for Armed Forces personnel and similarly there are a great many insurance brokers dedicated to this market.

Many people have historically placed their buildings insurance with Building Societies when arranging their mortgage, but there is a popular misconception that this is mandatory. It is not. Every person has the option to

place their insurance either direct with an insurance company through an insurance broker, a Building Society, bank or other financial institution regulated to transact this business. The difficulty for Service personnel is knowing which plan is most appropriate for them.

United Services Mutual Insurance Agency has been looking after the insurance needs of military personnel since 1902 and has designed a specific buildings policy for the Services which is unique.

For example, in addition to the standard terms offered by the majority of buildings insurance providers, USMIA provides a 10 per cent discount automatically if you have served in HM Forces for over five years.

Its plans automatically extend to ex-service personnel, so that they can continue with the policy even if you're leaving the Forces or have left.

Tel 01227 593155 for details.

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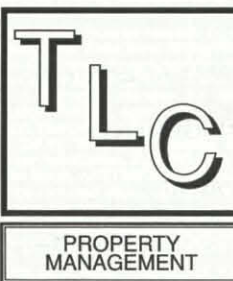
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News in Brief

NATO visit

EIGHT NATO ships were due to visit Portsmouth as *Navy News* went to press.

The frigates, part of the Standing Naval Force Mediterranean (STANAVFORMED), included HMS Argyll.

Time to go

CDR JANE Salt has retired after 33 years in the Navy.

Cdr Salt was at one time the youngest PO Wren in the Communications branch, and served in Singapore, Mauritius and Gibraltar.

She was the first, and only female First Lieutenant of the RN College, Greenwich, and since 1995 was responsible, at the MOD, for the formulation and implementation of the tri-Service equal opportunities policy.

Name change

HMS ST Vincent, the RN communications centre, decommissioned at the end of last month.

The Whitehall unit, in Old Admiralty Building, is now the Maritime Communications Management Centre St Vincent, but will provide the same operational service as before.

Wreck found

A ROYAL Navy ship has confirmed the identity of a wrecked trawler in which four men died last year.

An unmanned submersible from HMS Cramer was used to inspect the wreck of the Newlyn boat Margaretha Maria, 50 miles south of Land's End.

Flat batteries halt Royals' polar walk

TWO ROYAL Marines who aimed to walk unaided to the North Pole said they were "devastated" to have to abandon the expedition.

Sgt Sean Chapple (30) and Cpl Alan Chambers (29) were forced to pull out of the walk when four lithium batteries, which powered communications and navigational equipment, went dead after only eight days - they were meant to last more than 80 days.

The men had already battled through storms, high winds and temperatures as low as minus 60C, and were comfortably ahead of schedule in crossing ice pressure ridges, their main obstacle.

The pair activated an emergency beacon at a time which indicated they required a non-emergency flight to assist them.

A Twin Otter aircraft could not land, so an emergency radio was dropped to the Royals who confirmed the equipment had failed, and that the 500-mile walk was abandoned for safety reasons.

They are now walking back to their start point at Ward Hunt Island, having ditched some of their 300lb loads from the sledges.

A Royal Marines spokesman said the men were devastated, as they were in good shape and perfectly prepared to continue.

Weather conditions mean that there will be no time to restart the expedition this year as melting ice leaves impassable stretches of open water.

Navy lends a hand in Sierra Leone



● L/R MEA Dave Nolan, POMEA Mac McLuster, MEM Jan Dash, and, at the rear, S/Lt Perry Norgate, of HMS Cornwall, give children from Wallace Johnson School, Freetown, Sierra Leone, a ride in a cart.
Story: back page.
Picture: LA(PHOT) Steve Wood.

Superb ceremony

TWO VIPs had a special reason for attending the rededication ceremony for submarine HMS Superb.

For Commander in Chief Fleet Admiral Sir Michael Boyce and Flag Officer Submarines Rear Admiral James Perowne, are both former commanding officers of the nuclear boat.

Superb has been in refit in Rosyth since late 1994, and also attending the ceremony at Faslane was Lady Williams, wife of former Second Sea Lord Admiral Sir David Williams, who launched the submarine in Barrow in 1974.

After various sea trials, Superb will be ready to rejoin the submarine flotilla.

Going south

RFA GOLD Rover is leaving Plymouth to relieve sister ship Grey Rover in the cold waters of the South Atlantic.

The fleet support tanker will serve the needs of the RN Falkland Islands Guardship, replenishing warships under way with fuel oil, aviation fuel, lubricants, fresh water and some cargo and stores.

She will also undertake security patrols and ferry goods and people to South Georgia.

Bond adds OBE

COMMANDER James Bond has quietly added the OBE to his ever-changing collection of medals.

According to Neil Griffiths, of the Royal British Legion Scotland, Britain's most famous agent sported the red and white ribbon during his latest adventure, *Tomorrow Never Dies*.

His right shoulder sports the gold HALO (High Altitude Low Opening) wings which would indicate Bond is a former member of the Special Boat Service.

And other ribbons are the Rhodesia Medal, which means he was active in the transition to Zimbabwe in 1979-80, and he has also seen service in Northern Ireland, represented by the purple and green General Service Medal.

With his success in foiling villains, the Distinguished Service Cross, which appears to be present, is understandable.

Neil Griffiths has offered congratulations on behalf of the Scottish Legion News journal, and wonders what an old school contemporary of Bond might be thinking - if Bond is still in his early 40s, "he would have been at Fettes, according to his CV, with Blair, Tony Blair."

Earlier Bonds have had varying degrees of success with awards - Sean Connery's Bond displayed ten medals on his uniform, according to Neil, while Roger Moore could only muster two.

Letting your home - points to consider

IF YOU are drafted out of area or have a deployment of more than six months duration it makes sense to rent out your home, writes Tracey Mackenzie of TLC Property Management.

If you have a mortgage, you must contact your mortgage provider and tell them your plans. They expect service personnel to move around so this will not stop you letting, but they will charge an administration fee and have requirements you must agree to before giving their

permission.

These vary widely, so talk to them first. Your insurance company must also be informed. Some insurers will not cover let properties and it is no good waiting until you need to make a claim to find that your policy is with such a company.

Choosing the right agent to care for your house is all important. Ask around - friends and colleagues are usually happy to tell of their experiences. There are so many agents listed in Yellow Pages that one way of shortlisting them is to check on professional qualifications.

Always ask if the agency is a member of a trade organisation, such as ARLA

(Association of Residential Letting Agents), RICS (Royal Institute of Chartered Surveyors) or PMA in Scotland. If so, they should abide by the relevant body's code of conduct and have professional indemnity insurance.

In the case of ARLA members, all clients' monies (rents and deposits) have to be kept in separate client accounts and such monies are bonded by the Association if anything untoward happens to the agent.

Make a shortlist of three or four agencies and ask them to give you an appraisal of the rent they expect to achieve and what their fees are.

Expect to pay between 12.5 and 15 per cent of the rent each month for a full service. VAT is charged on the fees.

Setting up costs for preparing tenancy agreements, inventories and finding tenants vary widely.

Any furniture must comply with the Furniture & Furnishings (Fire) (Safety) Regulations 1988. A Gas Safety Check must be carried out by a CORGI registered heating engineer and a Certificate issued before the tenant moves in - and annually thereafter.

Tenants are usually responsible for the Council Tax, Water and Sewage rates (although these are sometimes included in the rent), gas electricity and telephone charges and their own charges.

They will usually pay a deposit equal to one month's rent to be held against any damage or cleaning required when they vacate.

Some lets even make a profit - and the tax office at Ty Glas, Cardiff will help you there!

The big idea:

Dave
Claire can't believe it! She's finally living in a house we can decorate! We bought it from Annington Homes, the company which is selling former MOD properties. And with my service and base discounts the price was unbelievable!
I've been given a bit of grief about my technique with a paint roller (apparently I'm slow). Still, the house is looking brilliant, and we're not arguing too much.
Anyway, you and Sue must drop by soon and check out my handiwork (map enclosed). I might even be allowed to slip out for a couple of swift pints!
Regards,
Steve



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Calling Old Shipmates

HMS Unicorn: Seeking Bob Lofis, LA Lord, LAF Tipper, Mike Abrams, Johnny Brown, Reggie Parrish, Maurice Smith, Ian Wilson, Ward Clarke, Anderson, Guthrie, Tom Hill, Mike Donovan, John Renwick, Mick Abel, Maurice Dewar, Mac McArthur, Henry van Saveren, Fred Cherry, Birdie Cockerell, Ian Perkin, Black Barclay, Sammy Sutch, Jimmy Cook and Frankie Squires for John Reid-Henry, 818 Sqd, HMS Unicorn Association, tel 01442 255821.

HMS Drake and RNAS Kestrel: Gil Trotter is seeking contact with members of Cave class, Sept '39, HMS Drake, and also Pat Ramsay and Ron Taylor, station armoury, RNAS Kestrel, Worthy Down, Hants 1940. Contact Gil at 28, Lady St., Mount Colah, NSW 2079, Australia.

HMS Collingwood 1942: S. Tiffin is seeking information on S/MS who trained at HMS Collingwood Sept 14, 1942 with service numbers ranging from 383598 to 383660. Contact him at 2, Falconry Court, 7, Fairfield South, Kingston-on-Thames, Surrey KT1 2UR, tel 0181 549 0326.

800 and 803 Sqdn 1951: 803 Sqdn Supermarine Attackers along with 800 Sqdn formed up RNAS Ford Sussex First Front Line Set Squadrons in the FAA in 1951. Any old shipmates of 803 Bob Wright, PO Electrician Walters, the CO Lt Cdr Tommy Handley, Debbie Reynolds, both pilots, NATO exercise HMS Eagle 1952. Please contact George Austin, Flight Deck Party AME Trolley AC on 01453 810571.

Yangtze Incident: The 50th anniversary of the incident is being commemorated at Plymouth in April 1999. Were you involved or do you know the whereabouts of anyone who may have had a connection with someone involved? The HM ships were Amethyst, Black Swan, Consort and London, also an RAF Sunderland flying boat. Please contact John Dunstan at 47, Abbotsbury Rd, Newton Abbot, Devon TQ12 2SN, tel/fax 01626 354294.

HMS Striker, June 1948: The 50th anniversary of the occasion when HMS Striker was concerned in the evacuation of the last British forces to leave Haifa on the day the State of Israel came into being is fast approaching. Any old shipmates interested in a reunion should contact Ron Turner on 01202 511761.

HMS Apollo 1936-38: W. Jones is hoping to get in touch with colleagues from the cruiser's time on the America and West Indies station, particularly those involved with the Osprey seaplanes: observer Lt Cdr Rialham and pilots Lt Blackwell, Lt Garnett and Lt Stokes. Contact Mr Jones at 4, Kinsley House, St Edward's Close, Knighton, Powys LD7 1AP.

HMS Ocean: Freddie Wild, who served on Ocean in Instruments would like to hear from old shipmates who would like to attend his 50th wedding anniversary, being organised by his daughter for June 19. Please contact Mrs Pat Hackett, 13, Coniston Close, Harwood Park Estate, Bromsgrove, Worcs, tel 01527 877601.

HMS Superb 1951: Fred Cockbill and Fred Kinsey are keen to organise a reunion for all lower deckers on the HMS Superb America and West Indies cruise in 1951.

Call Fred C on 01702 216067 or Fred K on 01223 871505.

David Parry: LRO Parry served with the RN W/T Station Kranji in Singapore, in the 1960s married to Alice. If anyone knows of his or their whereabouts, please telephone I. Wheeler on 01935 473484.

HMS Diamond final commission: Calling all ex-Diamonds - please contact Ray (Legs) Shipley, ex CK(S) for details of reunion and other ex-shipmates. Telephone 01634 200002.

Aircraft Artificers Jan 1949 entry: Still seeking, for reunion, G. Gibson, J. Jemmett, J. Lee, Jack Martin, Mo People, G. Randall, G. Sanger, Daz Sinclair, Don Winspear, Brian Wright. If anyone knows where they are, please contact Alan Hyde at 85, Morningtons, Harlow, Essex CM19 4QJ, or ring 01279 415876.

Mobile Analysing and Recording Unit (Maru 1943-45): Iris Piper (nee Kempster) seeks contact or to hear about any former analysts, including Brenda Curtis (nee Colquhoun), Gay Bunbury, Ann Craddock and Joyce Maffey, all Gunner ratings attached to HMS Excellent. Contact Iris at 766, Acton Rd, Acton, Tasmania 7170, Australia.

Gordon Boys and Girls: The Old Gordonians Association is urgently seeking all those who were pupils at the Gordon Boys School, West End, Woking, Surrey, now simply Gordons School because of its co-educational status. Contact association regional secretary Jim Baker on 01684 772259.

HMS St Vincent 1932-33: Frank Holmes trained at HMS St Vincent before being sent to HMS Achilles as a Boy Telegraphist, and wonders if any of his old

classmates are still about. Frank was at Kranji wireless station in Singapore when the Japanese arrived. Write to Frank Holmes at 36, Willoughby St, Murchison, Victoria 3610, Australia.

HMS Laforey (D19) H Force: John Farmer would like to contact any survivors of HMS Laforey which was under the command of Capt Hutton. Contact Mr Farmer at 6, Bushells Farm, Fordingbridge, Hants SP6 1BH.

HMS Kale: Any shipmates from this wartime frigate (K241) who would like to meet up with colleagues are asked to contact Lew Ayres at 44, Tring Gardens, Harold Hill, Romford, Essex RM3 9EP.

HMS Royal Charlotte, Kiel, Germany: 1956-7 team of Coder Specialists and other crew members (Lt Graham Stacey, CPO Slorach and others). We are trying to arrange a reunion - possibly late summer in London. To join in, contact Rev Roger Job on 01962 772303 or Oliver Langhorne in France on 00331 3950 1045 (fax 00 331 3950 0514).

SD(L): Were you commissioned from an electrical rating to either a Green Striper or to S/Lt SD(L)? Lt Mike Draper runs the thriving SD(L) members luncheon club, presently with 63 members. If you qualify and want more details, contact Mike on 01329 825877.

HMS Loch Killisport: Seeking crew of the ship, first to sail through Suez Canal after the crisis. A reunion is being organised - contact ex-AB Soapy Watson, ex-Tanky on 01382 370544. Also seeking mates from HMS Ganges Jan 1949, Cornwall Mess, then Hawke Division 45 Mess, Seaman Class 29, instructor Chief Yank Fryer.

Reunions

APRIL

FAA Armourers Association reunion is in Coventry on the weekend of April 4. Details from Mick Holdsworth, c/o The Gables, Park Rd, Hayes Lane, Salford, West Sussex RH13 7SD, tel 01403 790863.

Fast Minelayers Association S.E. Branch will meet at the RBLC Kennington, London, on April 6 at noon. Enquiries to Ray Moore, 89, Welling Rd, Norwich NR7 9TG, tel 01603 437652.

HMS Bulawayo Association will meet in Edgbaston, Birmingham, on April 10-11 for their first reunion. Details from Ron Simmonds, tel 01268 733778.

HMS Howe Association reunion will be on April 22 at the Royal Sailors Home Club, Queen St, Portsmouth. All ex-Howe shipmates not yet in touch should contact Reg Goldsmith at 28, Hamlyn Cres, Totton, Southampton, Hants SO40 3PA, tel 01703 862927.

MAY

The Algerines Association is holding a reunion in May in Portsmouth; details from Arthur Perry at 9, St Andrews Close, Old Windsor, Berks SL4 2QU, tel 01753 864559.

HMS Royalist reunion will take place at the Claremont Hotel, Edgbaston, Birmingham, on May 1-2. Details from G. Craddock on 0121 458 5621 or H. Chapman on 01202 474306.

HMS Tenby Association reunion is on May 1-4. Details from Jeff Mays on 01452 614459, at 11, Camomile Close, Abbeymead, Gloucester GL5 5WF, or e-mail jeffrey.mays@virgin.net

TS Barham, the Elham Valley Sea Cadet Corps, is holding a reunion on May 2 at TS Invicta, Folkestone SCC HQ, Castle Rd, Sandgate, tel 01304 840591 or 01303 273545.

Landing Barges reunion will be at the Seafield Hotel, Blackpool, from May 8-11. Tel 01253 346469.

LST and Landing Craft Association reunion and remembrance service from May 8-12 at the Norbreck Castle Hotel, Blackpool. Details from Mike Cresswell on 01757 288752.

HM Ships Beagle, Boadicea and Bulldog 1939-45 Crews Association reunion is at the Victory Club, HMS Nelson, Portsmouth, on May 9. Further details from A. Randall, 01485 543360.

HMS Caledonia: Majestic Caledonia 1937 Boys 1939 Association reunion is at the Wear Branch RNA Club, Roker Ave, Sunderland on May 14. Details from Jim

Duckworth, 87, The Hove, Murdishaw, Runcom, Cheshire WA7 6EE, tel 01928 718109.

HMS Widemouth Bay 1945-57 reunion is at the Angel Hotel, Leamington Spa on May 15-16. Contact Bob "Topsy" Turner, 17, Mill Way, East Grinstead, West Sussex RH19 4DD, tel 01342 323801 for further details.

HMS Orion Association reunion is at the Stretton Hotel, Blackpool, from May 15-16. Bookings to Kay West at 28, Stretton Rd, Great Glen, Leicester LE8 9GN, tel 0116 259 2171.

HMS Opossum F33 Association reunion is at the Trecarne Hotel, Babbacombe, on May 15-16. A dedication ceremony will take place on May 17 at HMS Drake. Details from Harry Catterson, 27, Rissington Walk, Thornaby, Stockton on Tees, TS17 9QJ, tel 01642 881770.

HMS Barham Survivors' Association will be holding a reunion at the Royal Sailors Home Club, Queen St, Portsmouth on May 16. Details from G. Elliott, Flat 4, Greenwich Court, 25, King St, Southsea PO5 4EU, tel 01705 755734.

Hawke 45 Association: HMS Fisgard Jan 1945 entry are holding a reunion at the Trecarne Hotel, Babbacombe, on May 22-25. Details from Geoff Looker at 136, The Dale, Widley, Waterlooville, Hants PO7 5DF, tel 01705 383585.

HMS Lookout reunion is in Burnley on May 23. Details from Buck Taylor, 24, Grove Rd, Uppermill, nr Oldham, Lancs OL3 6JR, tel 01457 870446.

HMS Ardent Association reunion and remembrance service will be on May 23 in Devonport. Details from Len Yeatman, 23, Ashleigh Close, Tamerton Foliot, Plymouth, Devon PL5 4PY, tel 01752 779593.

23rd and 26th Destroyer Flotilla's Association will be holding a reunion on May 23 in the WOs and CPOs Mess, HMS Nelson, Portsmouth. SAEs to Bill Swift, 37, New Rd, Lovedean, Waterlooville, Hants PO8 9RU, tel 01705 591032.

QARNNS Class SEN 10(J) are holding a reunion on the weekend of May 29 in Portsmouth. For further information send an SAE to Ms Moira McCullough (nee Pollock), 11, Berryman Cres, Swanvale, Falmouth, Cornwall TR11 4TB.

HMS Acton reunion is at the Nautical Club, Birmingham, on May 29-30. Details from Dickie Bird on 01902 657815 or Don Foulds on 01226 288337.

HMS Concord reunion will be in Bridlington on May 29-31. Details from Jim Joy on 01347 878267.

TS Exmouth/LNTS Association will meet at Lydney, Glos on May 29-31. Details from John Goddard, 88, Rareridge Lane, Bishops Waltham, Southampton SO32 1DX, tel 01489 894826.

JUNE

HMS Solebay reunion, all commissions, is on June 20 at the Royal Sailors Home Club, Portsmouth. Details from Malcolm Clarke, 53, Montague Ct, Kingsdown, Bristol BS2 8HT, tel 0117 942 6139, e-mail mclarke@clarkeassoc.demon.co.uk

The Russian Convoy Club Yorkshire West Riding Branch will hold a mini-reunion on June 24 at branch HQ at East Borough Working Men's Club, Battye St, Dewsbury, West Yorks. Details from Cyril Gaunt, 5, Moorland Close, Gildersome, Leeds LS27 7DH, tel 0113 253 0596.

HMS Windsor reunion will be in Windsor on June 6-7. Details from Tommy Vann on 0116 223 0813, or write to 19, Thurstaston Rd, Old Belgrave, Leicester LE4 5PG.

Association details

Navy News is presently updating its Association register and would like to hear from current Naval association PROs in writing in order that the correct address and telephone number can be passed on to interested parties.

Please write to the Editor's Secretary, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Over to You

Hong Kong post-war to 1954: Mr D. Whittingham wants to know if anyone has any photos of the harbour from the Peak, and from a ship looking to the Hong Kong waterfront, or Kowloon, plus HM Dockyard, Tamar, area. Also a street map of the time. Contact him at 370, Denbydale Rd, Durkar, Wakefield, West Yorks WF4 3BB.

Circus Club: Mr J. O'Brien would like information on a reunion known as the Circus Club; he says there is an interesting story behind the name, and would like to know if the reunion is still held, and if so, where and when? Contact him at 6, Swithin Rd, Moss Nook, Manchester M22 0LR.

World War II aircraft carriers: Scott Spencer is compiling wartime histories and photos for HM Ships Illustrious, Victorious, Indomitable, Formidable, Indefatigable and Implacable, and would like to hear from officers and ratings who served in them. Contact Scott at 4429, Englewood Rd, Helena, Alabama 35080-5022, USA.

Karl Muggenthaler: Peter Ancombe wants a copy of German Commerce Raiders of WWII by Karl Muggenthaler, and any info on the raider Thor, which sank the Anchor Liner Britannia on March 25, 1941. Contact Peter at 64, Dumpton Park Drive, Ramsgate, Kent CT11 8AP, tel 01843 594793.

Lower decks: Author David Phillipson would welcome recollections of lower-deck living conditions (accommodation, food, shore leave etc) ashore and afloat, 1945-60. Please write to Mr Phillipson at Magnolia Cottage, Biggin, Huiland Ward, Ashbourne, Derbyshire DE6 3FL, tel 01335 370437.

Lt Cdr Edward Young: Sean Kelly is hoping to trace either Lt Cdr Young or members of his crew, concerning something he wrote in a book entitled *One of our Submarines*. Any information to Sean at 23, The Avenue, Ickenham UB10 8NR.

Leslie Paget: Mrs June Page is researching family history, and is keen to know what happened to Leslie Paget, who was in Mess 4 HMS Hazard. He may have been a member of the Paget family who lived in Thorpe le Soken, near Clacton in Essex. He is known to have left the Navy in 1946. Any details to Mrs Page at 19, Carlyle Rd, Staines, Middx TW18 2PU, tel 01784 454888.

King George VI's funeral: Mrs Carol Newcombe's father was in the RN Guard of Honour on Paddington Station during the funeral of King George VI in 1952 - does anyone know of any film of the event which he could obtain? He has a copy of 1952 - *A Year to Remember*, but the elements of the funeral he features in are not there. Contact Mrs Newcombe at 18, Palmer Ave, Irthlingborough, Northants NN9 5XB.

HMS Antelope 1940-43: Mr Watts served in Antelope from June 1940 to June 1943. He is hoping to find someone who can fill in the gaps in his memory as to details of convoy duties during this period - the name Mr Ruegg, who lives in Cornwall, has been mentioned. Info to Mr Watts, 5, Richmond Close, Portishead BS20 6SZ, tel 01275 844282.

HMS Laforey: Joseph Collins died when the ship was sunk off Sicily. A relative says he is buried in Spain, but has no idea why that should be when he died so far away. If anyone has any idea why this should be, please contact Bert How at 15, Vincent Rd, Highams Park, London E4 9PP, tel 0181 531 3748.

Florianna Garrison School, Malta: Ted Brown was at the school from 1929-32 while his father served in HMS Royal Oak, and he

would like to contact any contemporaries, especially Wade, Chapman and Robinson, also any of the seven lads with whom he travelled back to the UK in the Royal Oak. Contact Ted at 28, South View Ave, Swindon, Wilts SN3 1EA, tel 01793 535275.

Wei Hai Wei, North China: Does anyone have any recollections, articles or photographs relating to Wei Hai Wei and the naval base at Liu-Kung-Tao island used by the China Squadron (Fleet) from 1898 to 1940, particularly of the period leading up to the withdrawal in 1940? R.E. Childs is researching for an article and would welcome photos etc which could be copied and returned. Contact Mr Childs at 7, Cherrygarth Rd, Catisfield, Fareham, Hants PO15 5NA.

HMS Resolution: Can anyone help Geoff Gilham, who is researching his uncle Reg Gilham's career on the World War II battleship (Nov 16 1939 to circa 1944)? He started his career as a stoker and was trained at Chatham on HMS Pembroke II. Mr Gilham has some photos of his uncle with shipmates which he would like to date and locate more precisely. Contact him at 1, Challenger Close, Sittingbourne, Kent ME10 2HZ.

Geoffrey Charlton: Geoffrey's widow Winifred is hoping to find out some details about her late husband's ships and war service. Geoffrey was a Telegraphist in the Navy, and was reported missing at sea on September 22, 1942, returning to Liverpool from Nova Scotia while on convoy duty on

board a merchant ship. Any info to Winifred, now Mrs Shields, at 15, Craneswater Ave, Whitley Bay, Northumberland.

Lawrence O'Connor: Mrs Maureen Clayton, who now lives in Australia, is keen to trace her brother from whom she was separated as a child. Lawrence was born in October 1933, and married Ann Bonham at Boreham Wood in March 1959, at which time he was a FAA pilot. They have a daughter, Tracy and a son Matthew, when they lived in Yeovil. Any assistance to Annette Sparrow at 15, Morville Close, Dorridge, West Midlands B93 8SZ, tel 01564 778360.

HMS Whitethorn: Nigel Griffiths' father-in-law, W. Whomes, served in this Tree-class armed trawler from September 1943 to May 1947, but the family is having difficulties obtaining a photo or details of the vessel. If anyone can help, please contact Nigel at The Gables, Tonna Uchar, Neath, West Glamorgan SA11 3LJ, tel 01639 632634, e-mail npg1wales@aol.com

Ginger Jones: Ginger was best man at the wedding of Clifford Greenhalgh at Port Glasgow, Scotland on June 25, 1948. Mr and Mrs Greenhalgh are celebrating their Golden Wedding this year, and their daughter, Mrs Trina Parr, would like to invite Ginger. He was possibly from Newcastle, and was a chief in the repair ship HMS Buchan Ness. Any info to Mrs Parr at 5, Birchfield Grove, Ladybridge, Bolton, Lancs BL3 4UR, tel 01204 656479.

Material submitted for inclusion on this page should be brief and clearly written - if possible, typed or printed. There may be some delay before items appear in print, due to pressure of space.

EW Branch researched

A COMPLETE history of the EW Branch is being researched.

Are you an ex-RO(S) or RO(W)? Were you a founder member when the branch was formed in 1962/63?

Do you have any old photographs, especially course photographs, dits, anything to do with your branch?

Can you remember North Camp at HMS Mercury or branch characters?

Were you around when the branch moved to HMS Dryad in 1975?

Want to give your experiences of the various equipments and transition from communicator to golly? Who was the infamous person or persons who named EWs

'gollies' and why? Any information, however trivial, would be welcome. All material forwarded will, if required, be copied and returned.

This research is not for commercial purposes but for the benefit of past, present and future members of the branch.

Do you want an EW Branch Association?

Would you be willing to pay a subscription? Would you volunteer your time to act as a committee member?

For more details on all the above, please contact WO(EW) Mick Jenkins, Chief Instructor, EW Section, HMS Dryad, Southwick, Hants PO17 6EJ, tel 01705 284526.

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Sopwith Pup

SOPWITH'S engaging Pup occupies a special place in the annals of Naval aviation.

The modestly-powered single-seat "fighting scout", which quickly proved a very capable aircraft, was pioneered as a warplane by the RN Air Service in the spring of 1916, when a Pup was tested by the Navy's A Squadron.

By that September the Pup was in service with No 1 Wing, later No 1 Squadron, of the RNAS, several months before the Royal Flying Corps took delivery of their machines.

Although comparatively low-powered - the Le-Rhone engine only developed 80hp - its handling capabilities made it an ideal platform for both war service and experimentation.

Naval Pups saw action alongside the Army on the Western Front in the winter of 1916-17, and so successful was No 3 (Naval) Squadron, which shot or forced down 80 enemy aircraft by the summer of 1917, that enemy pilots were known to avoid tangling with them.

But the Pup was also the first aircraft to fly on to the deck of a warship, in August 1917, and the first to fly from a short platform mounted over a warship's gun turrets.

In returning to the deck of a ship - HMS Furious - a Pup flown by Sqn Cdr E. Dunning had to avoid funnels and superstructure as the 75yd flight deck was built towards the bows.

Up to that point planes returning to their ships had to ditch into the water and rely on flotation devices until it was lifted aboard.

It was a Pup which made the first flight from a battle cruiser, HMS Repulse, using a platform which could be turned into the wind.

Pups were also used to test arrester gear - Sqn Cdr Dunning's pioneering flight had relied on sailors grabbing ropes dangling from beneath the wings as the plane landed.

Almost 300 Pups saw service with the RNAS, including Nos 4, 8, 9 and 12 (Naval) Squadrons, Naval C Squadron, the Seaplane Defence Flight and RNAS stations at Walmer, Dover and Great Yarmouth, as well as Naval training schools at Cranwell and Manston.

Built of fabric over a wooden skeleton, the Pup could reach speeds of 110mph, and had a service ceiling of 17,500ft, which it reached in around three-quarters of an hour.

Western Front Pups had single fixed, forward-firing synchronised Vickers machine-guns, while shipborne aircraft had a combination of Lewis machine-gun and strut-mounted rockets.

Although their heyday had passed by late 1917, when the Pup had been all but replaced by Sopwith Triplanes and Camels over the Western Front, the aircraft was still doing sterling service with carriers and the Grand Fleet.



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Please send me details and a membership application form:

(Navy News)

Joy pips husband to post in standard bearer contest



PICTURE PUZZLE

MR. R. K. RAYMOND of Newport, Isle of Wight was winner of our February Picture Puzzle competition.

He identified the photograph of the aircraft carrier as HMS Magnificent (1944-65), and correctly answered that she also served for a time with the Royal Canadian Navy.

His reply was picked at random, and he receives our cash prize of £30. A further prize of £30 is offered for the name of the ship pictured here.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is May 15. More than one entry can be submitted, but photocopies cannot.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our June edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 38

Name

Address

My answer

SHIPMATE JOY Haskins has won the No. 4 Area standard bearers competition, from under the nose of the man who trained her – her husband Derek.

He was runner-up in the contest held at Barton Hall, Torquay to become the Area's deputy standard bearer.

Joy is also a member of Frome branch in which Derek is secretary.

Explaining the couple's somewhat sombre looks for the camera after the event, Area secretary, Shipmate Mick Arnold said:

"I brought them out for that picture immediately after the competition results were announced. I think they were still shell-shocked."

"We think this must be the first time that a wife and husband have come first and second in such an event."

The competition was part of the 23rd annual No.4 Area Rally attended by over 200 members.

At a Saturday dinner they were joined by the National President, Vice Admiral Sir Roy Newman and Lady Heather Newman.

The weekend ended with a sops opera in which the Chairman's Shield for the best group act was won by Liskeard



● Derek and Joy Haskins – "shell-shocked" after their dual victory.

branch, and the Chairman's Cup for the best individual by Shipmate Len Hawker of Ferndown branch.

Durham's big day set for annual parade

DURHAM CITY branch will have the honour of rededicating their standard at the RNA Conference service and parade on Sunday, June 28.

The annual conference will this year be held at the Royal Spa Hotel, Bridlington over the weekend of June 27-28.

On June 26 the Hall will be the venue for a get-together to welcome visitors (1930-midnight). There will also be a dance in the evening of the following day.

The Sunday service will be held at Bridlington Methodist Church, the only church in the town large enough to accommodate all the visitors.

March to honour dead of P222

IN HONOUR of the 47 officers and men who died when their submarine, P222 was sunk in World War II, Swindon branch plan a parade and service.

The march, beginning from the RNA Club at 1430, will end at St Mark's Church, Swindon.

P222 was sunk in the Bay of Naples on December 12, 1942, and was the town's adopted warship.

Details of the parade from the branch secretary, Mrs F. E. Fowler, 48 Woodside Avenue, Swindon (01793 531772).

Around the Branches

Cheshunt

A memorial service for the late Shipmate Ron Joy was conducted by the Rev. Martin Banister, branch chaplain at Christ Church, Waltham Cross. Branch standards displayed were from Fleet Street, Kingsbury & Kenton, Waltham Forest, Kingston, Luton & Dunstable, Enfield, St Albans, Hounslow, South Harrow, Reading and Paddock Wood as well as Cheshunt.

After the service a reception was held at branch HQ where shipmates paid their own tributes to Ron's widow, Marion, and his family.

Redruth & Camborne

A very successful year was reported at the branch annual general meeting. Tributes were paid to chairman Shipmate John Bennetts for organising the annual dinner dance. Also praised were fund-raisers Shipmates Irene Williams, Irene Nichols, and Stan and Pat Stephens.

Wigston & District

A branch Valentines dance was attended by 150 shipmates and guests, including representatives of Market Harborough and Newark branches, and Leicester branch of the RMA. Shipmate Stebbings and his wife, Pat, organised the event.

Gloucester

After three rough years, the tide seems to have turned for the branch which now has new club premises at 18 Commercial Road. It was packed for the official opening by branch vice president.

Shipmate John Hawes.

Those present included the president and chairman of No.7 Area, Shipmates George Davidge and Mervyn Hodge, and the branch chairman and vice chairman, Shipmates Fred (Shooter) Hill and Bungy Williams.

The club, leased from the Royal British Legion, has a skittle alley and hopes to revive competition with other branches for the Mountbatten Trophy.

Opening hours Friday to Saturday at 1900-2300, and 2000-1400 on Sundays. Those who wish

to visit the club out of hours should call 01453 810571 or 01452 305438.

Wetherby

The branch will be sponsoring two of the six races, with a Naval theme, during an evening meeting at the A1 Racecourse on May 6, starting at 1800. Other attractions will include a performance by the Royal Marines Drums and Bugles, and Harrogate Sea Cadet unit band.

The event is part of a fund-raising and publicity drive by the RNA, and all shipmates are welcome.

'Doc' Jim wins Cardiff accolade

THE ADMIRATION of Cardiff members for their branch standard bearer, former PO Medical Assistant Jim (Doc) Attenborough (right), has resulted in him being named Shipmate of the Year.

He was awarded the Tom and Joan Davies Shield presented by branch chairman, Shipmate Gordon Phillips.

Doc was invalided out of the Navy after 20 years service. His ships included Type 14 frigates and County-class destroyers.

Standard bearer for two years, Doc has impressed members with the dignity with which he has performed his duties at parades and funerals.



There are concessionary rates for parties of at least 20. Details from Shipmate Dick Knight (01937 581404).

Woking

A hundred shipmates and guests attended the branch's 15th anniversary dinner. Toasts were proposed by the chairman, Shipmate G. Kitcatt, and by Shipmates Rod Fraser and W. Blount.

Ferndown

New president is Shipmate George Curtis, a veteran of World War II who served in HMS Hood. He has been branch welfare officer for 12 years and vice president for three years.

George succeeds Shipmate Capt Peter Brown, who was congratulated for his services. Also congratulated was Shipmate Colin Lewis who was re-elected branch chairman.

Gosport

Associate member Shipmate Curly Munday received a certificate of appreciation from branch president, Vice Admiral Sir Ian McIntosh for his years of service.

Chard

Shipmates were interested to read that a Capt Corcaron took the salute at Southend-on-Sea's Pearl Harbor remembrance service. Coincidence, perhaps, but members of Chard branch were 'serving' at the same time under another Capt Corcaron – the ship's Commanding Officer in the local production of Gilbert and Sullivan's HMS Pinafore.

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CAR TO SELL? SEE PAGE 36

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It's a whole new Focus on Ford

FORD has unveiled the successor to the Escort, and the all-new Ford Focus which goes on sale across Europe in the autumn is so radically different you can see why they had to find a new name.

The striking "new edge" design maintains the progression started with the Ka and followed through with the sporty Puma and the soon-to-arrive Probe successor, the Cougar.

Ford says the Focus, which will be available in three-, four-, five-door and estate versions, is designed to change customers' expectations of a car in its class through a combination of design, dynamics and versatility.

Engine choices include 1.4, 1.6, 1.8 and 2 litre multivalve petrol injection and an all-new 1.8 litre diesel turbo, and while economy is improved by up to 25 per cent against the outgoing Escort, emissions are 98 per cent less than when that model was launched 30 years ago.

While the Focus will be the lightest in its class, it

will also have a chassis twice as stiff as most rivals, improved crash protection, and an impressive safety package using the latest technology with dual frontal and side airbags.

For accident avoidance, the anti-lock brake system has electronic brake force distribution and the first application of full-speed traction control.

The latest vehicle dynamics technology also includes ESP – not quite extra sensory perception, but a computerised system to enhance vehicle stability during abrupt manoeuvres, automatically correcting for oversteer or understeer such as during severe lane-changes on ice and snow.

Also on offer will be an advanced traveller assistance system, based on a radio unit that integrates hands-free telephone with Global Positioning Satellite receiver to provide affordable satellite navigation and emergency call facilities.

And on the basics front, Focus follows the new Vauxhall Astra with a 12-year guarantee against corrosion.

Glorious line-up for Goodwood speed festival

FANS of motor sport who expect to be on home soil this summer could be in for a rare treat just a short drive from Portsmouth Naval Base, over the county boundary into West Sussex.

For in June there is the sixth Goodwood Festival of Speed (June 12-14), the international hillclimb using the drive of the stately home which drew some of the greatest names in motor racing and about 130,000 spectators last year to the biggest event of its kind in the world.

And then in September there will be the hard-fought return of racing to the historic nearby aerodrome circuit, with a three-day meeting starting on September 18 – the 50th anniversary of the circuit's original opening – with Spitfires adding to the nostalgic atmosphere.

Race entries for both meetings are by invitation only, and the cast list is spectacular, from Goodwood stalwarts Stirling Moss, John Surtees, Phil Hill and Sir Jack Brabham to some of today's Formula 1, sportscar and IndyCar heroes like Mario Andretti and Al



● Nostalgia trip – start of the 1962 Tourist Trophy at Goodwood.

Picture: John Brierley

Unser.

Even on the press day the line-up included Surtees, Roy Salvadori, Jack Sears, John Cooper, Les Leston and five-times Le Mans winner Derek Bell – who flew back from Florida just for the day.

Joining in the Goodwood celebrations will be Porsche, having their 50th birthday party at the Festival, Lotus (also 50 years), Ford (30 years of the Escort) and BMW motorcycles (75 years), while the centenary of Norton motorcycles will also be marked.

The festival is a family event staged in a garden party atmosphere with straw bale barriers

rather than intrusive fences.

But out on the track some drivers take it all very seriously, Jonathan Palmer holding the course record averaging more than 90 mph from standing start through tight bends and past flint walls to fly over the finish on the crest of the Downs in a Williams F1 car.

A three-day advance ticket for the festival costs £40 (accompanied children under 12 admitted free) – there will be no tickets at the gate on the Sunday – while a three-day ticket for the circuit revival meeting costs £50.

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Jaguar's record speaks for itself – the saloons have for several years been rated among the safest by the Department of Transport, a Lex survey has just rated Jaguar second best of 23 makes for reliability.

And to crown this, Jaguar's new V8 3.2 litre XJ model has just won

the *What Car?* award for Best Luxury Car while the make won the accolade for best security.

But in the "priceless people" stakes the prime vehicle in Jaguar's new V8-engined range of XJ saloons is the Sovereign, which has a long wheelbase ideal for the limousine role, with larger back doors and acres of legroom in the rear for those being chauffeured in hide-upholstered splendour.

The price is a great deal less than, say, for a Rolls-Royce – and at £46,575 it is around £3,000 less than for the sporty Jaguar XK8 Coupe.

Some owners will be reluctant to let someone else have all the fun, for with the powerful new 4-litre V8 engine and the excellent handling, this is a driver's car too, with 290bhp on tap from the 32-valve power plant also fitted to the XK8 sports car.

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● **LINE OUT:** A perfect throw, catch and drive combination set the Royals up for a decisive try.

Fitter sailors kick paras into touch

FOR THE second time in two years, superior fitness and aggressive defence led HMS Collingwood to a victory in the Army Rugby League 9's championship.

Collingwood was invited to take part in the competition as a warm-up to their 1998 season and to defend the title that they won at Chatham last year.

In the league section of the competition, Collingwood lost only one of three games to 1 RSME who went on to win the competition overall.

But loss at the hands of the engineers put the Collingwood lads through to the Plate competition quarter final where they demolished 39 Field Regiment with some slick ball-handling and a great defence, brushing them aside 22-0.

By this time the squad where building a big following of Army supporters and the semi-final was a showdown with the Parachute Regiment, similar to last year's final, and after trailing 4-0 the

Rugby League

sailors turned on the style to hammer the paras 10-4.

The plate final proved to be one of the best games of the day, bringing Collingwood up against another Para affiliated regiment, 7 RHA.

The match looked like slipping away from them with the score at 12-0 at half time, but then the tables turned, with Lt Blood Read bursting through two tackles to score under the posts.

They then held 7 RHA for six tackles before LWEM Dutchy Holland split the defence on the turnover in a length-of-the-field effort. The match ended 12-12 and a sudden-death play-off ensued.

In extra time, Collingwood received the ball from the turn around and played out a set of five tackles with POPT Wayne Okell chipping over the last to see OM Taff Gent gather, wrong-foot the fullback, and score under the posts to win the game 16-12.

□ Anyone interested in rugby league should contact their PT office for details on playing and training.

The Commando Training Centre team from Lymington had a powerful opening and threatened to run away with the proceedings.

But Dryad soaked up the onslaught without conceding points and countered with a sweeping move that ended in a marvellous touch-line try for lock forward Lt Mac McEnzie.

This gave the local side the confidence to attack from everywhere, and Dryad again drove into the Royals, but let themselves down by losing control of the ball at crucial stages.

On two such occasions the ultimate price was paid and CTC swept in with two great scores from replacement scrum half Lt

Rugby Union

Cdr Dave Hall and fullback Cpl Steve Rowlands, one of which was converted by Cpl Murph Murphy. Another mistake, and Murphy converted a penalty kick to give CTC a first half lead of 15-5.

The second half was to be as exciting as the first.

If Dryad wanted to win they would have to come out and do all the work, but again, unforced errors and CTC's electric counter-attacking brought out some desperate defending from SMOPS.

Dryad, however, had no intention of laying down, and another tremendous, bustling phase of exciting total rugby from both sides was eventually concluded with a try for fullback CPO Jimmy Green to leave the deficit at just five points.

To their great credit, CTC never lost their cool or shape and always looked ready to finish things off when the opportunity presented itself.

That chance came, and CTC's confidence was underlined when a very kickable penalty inside Dryad's 22 was turned down and punted instead to within a few yards of the try line.

From the resulting line out the forwards executed a perfect throw, catch and drive combination to give hooker Cpl Woolly Woolerton the inevitable score.

With time running out, the last Dryad mistake was punished by Fly Half Mne Paddy Gore to leave CTC the winners by 23-10.

Intercommand win for Pompey

PORTSMOUTH have won the 97/98 intercommand title after beating Plymouth 36-17 in the final.

Under the guidance of ARO Lt Cdr Peter Piercy and coach CPO Andy Pollard, the team won three of their four games, beating the Royal Marines into second place on points to regain the Blakeny Cup.

In brief

Triathlon challenge

THE SPINAL injuries charity Back-up is looking for Servicemen and women who are willing to take on the challenge of the London Triathlon on September 20.

If you think you could swim 1,500m, cycle 40km and run 10,000m and would like to help, the charity can be reached on 0181 870 3619.

Personnel can also enter the triathlon in teams of three, with each member tackling one stage of the event.

Interservice basketball

THE INTERSERVICE basketball championships were hosted at the excellent new Wyvern Centre in HMS Drake.

But the 'home' venue was not enough to level the field, and the RN's only victory was over RAF in the Junior rounds. The Army remained undefeated throughout to secure the championship title.

Berkeley are best sports

HMS BERKELEY'S rugby squad has been voted the most entertaining team in the Navy, on or off the field.

The ship is the first minehunter to be awarded the RNRU 31 Trophy by the sport's refereeing society and the team were presented with the cup after a 42-5 win over HMS Atherstone.

Team Captain Roger Readwin told Navy News: "The players are delighted with winning the cup. It is a great honour for a small ship to win it. The team have trained hard and the 31 Trophy is just reward."

Nelson takes squash title

HMS NELSON triumphed over CTCRM to become the 97/98 Squash Team Knockout champions.

The stage was set for Nelson's 3-2 victory at HMS Temeraire after Sultan and Neptune were knocked out in the semis.

Young pilot's flying start

A YOUNGSTER'S ambitions to be a Navy pilot got off to a flying start when he made his first glider solo on his 16th birthday.

Henry Freeborn, son of Lt Cdr Albert Freeborn, took to the skies from the Portsmouth Naval Gliding Club at the former HMS Daedalus, Lee-on-Solent.

Devon call-up for Kathy

DEVONPORT Services Sirens Women's Rugby team number 8 Kathy Marshall was called up by Devon ladies for their match against Cornwall.

Kathy, wife of 539 Assault Squadron's C/Sgt Sam Marshall, helped the side secure a 29-14 victory.

Top runners dogged by illness and injury



● HMS Newcastle's MEM Karl Jackson takes on the Army about 800m into the Junior's Race.

THE 1998 Interservices Cross-Country championships held at RAF Holton were a big disappointment for the Navy.

With the exception of John Rye winning the veterans race, injuries and illness amongst the Navy's athletes underlined the lack of depth compared to the Army and RAF and it was only in the junior's race that the RN avoided third place.

The men's race (six miles) proved the biggest let down with no less than four of the original Navy team unable to make the start line, and Navy champion Gary Gerrard suffering from a heavy cold.

At this level of competition there are no hiding places and after starting well and competing hard, Gary faded to finish 10th in a race which would have given him a medal at full fitness.

Army international Rod Finch won the race and led his team to an emphatic victory. Chris Ray (16th) Taff David (18th) and John Potts (19th) all ran well for the Navy but couldn't get close to the RAF.

The veteran's race was a triumph for John Rye. He had run superbly to finish fourth in the Navy championships two weeks earlier and was really focused on this race.

After the initial charge, he attacked strongly up the first long climb and had a 50m advantage after a mile.

He forged steadily ahead and was an untroubled winner by 200m at the finish. Bob Chapman (13th)

CROSS COUNTRY

ran a spirited race but once again the weakened Navy team was unable to get close to the others.

In the ladies race, Vicki Norton ran well to finish 12th but the rest of the team was somewhat out-classed by the opposition.

The junior men's race (3.2 miles) was a runaway victory for a strong Army team, but HMS Newcastle's Karl Jackson ran a courageous race and finished fourth.

After the initial rush he worked his way comfortably to the leader's shoulder and went to the front after the first mile, but could not pull away and lost the lead a mile later.

Fast finish

Coming into the first half mile he was running neck and neck with the second Army runner, only to loose out both to him and another fast finishing Army athlete in the last 100m.

Although he sadly missed out on a medal in his first interservices, he showed that he was not over-awed by the occasion. Behind him, Connolly (8th), Hothchin (9th) and Firth (11th) ran well to put the Navy Juniors well clear of the RAF.



● RNAS Yeovilton's POSA Paul Buckley has become NAC table tennis champion. He was also a member of the winning doubles team.

Soccer Cup title one step nearer

THE ROYAL Navy drew 2-2 with the Army in the first match of the inter-services competition at Aldershot writes Lt Cdr Jim Danks.

The Navy had the better of the early exchanges which saw POPT Fraser Quirke (Collingwood) rebounding off the post in the opening minutes.

But he was not to be denied and when Army keeper WO Wiscombe strayed off his line in the 15th minute, Quirke hammered the ball into the far corner of the net to put the Navy ahead.

The Army responded with some good work and Pte Badrock found himself in front of goal to shoot past a despairing dive from MEM Jason White to level the score at 1-1.

The Navy could have increased the lead on 25 minutes when LPT Steve Oneil (Dryad) found skipper POPT Steve Riley unmarked at the near post, but he was denied by quick action from Wiscombe.

Play continued end-to-end but half time was reached with the score at 1-1.

Pressure

The Army had the first chance in the second half but Navy pressure on Pte Carter forced his shot wide.

PO Riley took possession after an excellent tackle and the ball passed first to CPO Chris Long (Seahawk) and then to CPO Will Flint whose strong shot was well saved by Wiscombe.

The Navy kept up the pressure with CPO Long and Cpl Terry Price controlling midfield. In the 70th minute, an injury to POPT Paul Willets saw the experienced POPT Eric Barrett take the field.

Barrett's first touch, an excellent in-swinging free kick, and a brilliant header from Delahaye gave the keeper no chance and the Navy were ahead 2-1.

This seemed to spur the Army on and, despite a superb save from White, the Army went on to equalise with two minutes remaining.

Badrock's free kick went under the bar and Whittle was on hand to head in Army's second to end to game 2-2, with both teams sharing the Mercury Cup.

The Navy will now face the RAF next and a win is needed if they are to become the next interservices champions.

CS squad takes on top Croatians

A RUGBY team drawn from all three services in Bosnia gave the former Croatian national champions a run for their money in a friendly match last month.

The CS side, who had trained only once for the hastily arranged game, ran in four tries and converted three in the closely-fought match, but the game finished 35 points to 45 in favour of the former champions.

Picture: Steve Saywell: SFPD



Twickenham gate could top 20,000

ANY MEETING between the Royal Navy and the Army brings out intense interservice rivalries, and the Navy/Army rugby match at Twickenham is no exception.

The match, along with the Varsity match, is the only full adult game of rugby union to be played at 'headquarters' in classically amateur spirit but to professional standards.

This year's encounter kicks off at 1500 on Saturday April 25 and is expected to attract more than 20,000 spectators.

Before the main event, there is a match between the Combined Services U21 XV and England Students, the final rounds of an under 12s competition run by Navy development officers, and an U18 penalty competition run by the Army.

Fun

Military bands and side-shows featuring abseiling, deathslide, laser guns, paintballing and a parachute simulator will add to the family atmosphere and fun for young rugby fans.

Now in its 20th year of sponsorship by risk managers and insurance brokers Willis Corroon, the match is a firm fixture in the rugby calendar.

Tickets are £10, with discounts for under 16s, OAPs, families and schools. To order, ring the ticket hotline number 01705 865575.

□ Rugby Secretary Lt Cdr Clive Lamshead tells Navy News that a new seating plan will be used for this year's game.

Instead of using the upper tier of the East stand only the lower tier, all the way round the stadium, is being used. If you purchase tickets on the gate you will be seated in the North or South stand, as all the East and West seats have gone to the RN and Army Rugby Unions.

West Car Park is sold out but there is still plenty of parking at Twickenham.

Dedication earns top sports awards



● NATO Cup Individual Winner CPO Rupert Williams (HMS Victorious) one of the most popular and best known sprinters the Navy has had.

THE OUTSTANDING dedication to athletics of CPO Rupert Williams has earned him the Navy's top sports award.

The sprinter is one of the most popular and successful that the Navy has ever seen and his achievements have been recognised with the award of the NATO Cup by the RN/RM Sports Control Board.

CPO Williams began his running career at 11 and went on to attempt virtually every event. He won his first West Midlands County Title in 1977 and was selected for the GB junior squad

SPORTS CONTROL BOARD AWARDS

in 1981. He joined the Navy in 1982 and in his first full season won the interservices 200m title, equalling the Navy record, and won both interservices junior champion titles.

Since 1983 he has won the Navy sprint titles ten times and received six interservice medals, and he represented Scotland in 1989.

He has captained the RN track and field team for five years and has also won countless points for the RNAC in the Southern League.

On a tour of America in 1996 he beat the best sprinters at the USN Academy in Annapolis and anchored the relay team for an emphatic victory.

Winter warmer

SEVERAL Heron athletes ran in the last race of the Street CICA 5km winter road race series.

And Paul Levick, just back from a trip to Norway with the junglies, ran an exceptional race to finish 5th in 16.01.

Just behind him was Navy middle distance runner Alan Jones, who has recently returned from courses at HMS Sultan.



● NATO Cup team winners, the RN Dinghy Sailing Team (from back left) Lt Matt Critchley (Collingwood) C/Sgt Grahame Forshaw (Temeraire) LWTR Martin Grady (Endurance) Lt Cdr Carl Downing (Sultan) and front row, CPO Bud Flannaghan (Sovereign) PO Glyn Deakin (MASU), Cdr Keith Podger (2SL/CNH) CPO Dave Chisholm (Ark Royal) Lt Mark Darbin (2SL/CNH) and CPO Richard Shingleton-Smith (815 NAS).

Honours go to Glasgow URNU

GLASGOW UNIVERSITY'S Royal Naval Unit came top in the first ever combined URNU sports challenge.

The tournament, organised by Southampton URNU and staged at HMS Sultan, Collingwood and Excellent, saw units from all over Britain competing in both hockey and rugby.

After a hard-fought contest which left many walking wounded, Glasgow and Strathclyde came top with 16 points, followed by Southampton with 15 and Sussex with 14.

Presenting the awards, Flag Officer Training and Recruiting, Rear Admiral John McNally, thanked Southampton URNU and HMS Excellent's WOPT Crowley for helping to ensure an enjoyable and well run event.



● Rear Admiral McNally presents the trophy to Glasgow and Strathclyde URNU. Picture: LA (PHOT) Bunny Warren, 2SL

Rupert has been at Faslane for many years. His family live in Birmingham and he is currently serving in HMS Victorious (port).

In the team category, the Sports Control Board chose the RN Dinghy Team led by Cdr Keith Podger for their outstanding victory in the South African Navy's 75th anniversary regatta (Navy News, November 1997).

The team flew to South Africa and used borrowed boats to overcome the world's top navy sailing teams, winning the regatta after coming first in the Proton series and third in the Bosuns.

The victory was achieved in the team's first international event for many years in the demanding, swirling winds of False Bay.

Victory Stadium will host RN v RAF rugby

FOR THE first time ever, the Royal Navy's rugby union clash with the RAF will be played outside Twickenham.


The game will now be held at the Victory Stadium in Portsmouth on Wednesday May 6 with a 1900 kick off.

But organisers hope that the Twickenham spirit will prevail, and that many of the 3,000 expected supporters will turn up early and have supper in the car park before the match.

English students

As a warm-up for the game, the English Students will play the Spanish Students with a 1700 kick off.

Tickets are priced at £8 and £5 and a limited number of standing tickets are available at £4.

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FLAT TOPS PLAN

■ From front page cuts elsewhere . . .

"There are strong arguments why we might not need as many tanks in the front line," said the Defence Secretary. "The other side of the debate argues that we could not have contributed to the Gulf War in the same way without a credible armoured capability."

Navy News first pointed to the need for bigger carriers last October, following a briefing involving the Deputy Fleet Commander, Vice Admiral Jeremy Blackham.

The larger ships are foreseen as operating such aircraft as the planned Anglo-US joint strike fighter (JSF), a version of which will have a vertical/short take-off and landing capability similar to the Sea Harrier.

A carrier replacement programme is under consideration by the Royal Navy, and we understand that at least two major manufacturers are producing designs for vessels of up to 40,000 tons – double the size of the Invincible class.

Although we understand that at present a VSTOL carrier is the favoured option, an authority on naval air power told *Navy News* that he believed that support for a design operating conventional, fixed-wing aircraft was gaining momentum.

The advantages offered by a conventional carrier include the ability to operate purpose-built, fixed-wing, early warning aircraft such as the American Hawkeye; and to operate the conventional JSF which is likely to be faster and have a longer range than the VSTOL version.

In his briefing in October, Admiral Blackham said any future carrier should be able to operate the number and types of aircraft that could perform any task, making it more cost effective – and experience had shown that a larger class of ship need not be very much more expensive.

However, it is unlikely that there could be any new vessel in the water before the middle of the next decade, even if a project was given the go-ahead soon.

In his speech Mr Robertson also said the Strategic Defence Review would build on investment in people in the Services, especially in terms of training and education. "We may be able to learn from the American experience in this respect, especially from the provisions of their GI Bill, which I am studying with great interest."

The Bill makes provision for members of the US armed forces to receive thousands of pounds in education vouchers to encourage them to stay longer in the Services.

On one point Mr Robertson was most definite: He scotched rumours that the Royal Marines and the Parachute Regiment would merge.

Returning from a visit to the Task Group in the Gulf just before *Navy News* went to press, Mr Robertson told us:

"Carriers are big capital assets that involve a huge investment. You're talking about something that won't be delivered until the fourth Labour Government!"

"If you are going to have aircraft carriers, the logic of all the experience we've had would be that a smaller number, but of bigger carriers would be the best answer."

"We've seen the utility of carri-



Armilla to Bolton to home in 7 months

HMS Nottingham (pictured left) is due back in Portsmouth on April 9 after seven months in the Gulf.

She saw her traditional Armilla Patrol duties taken over by Operation Bolton in that time, during which she also became the first British warship to return to Hong Kong since the colony's hand-over.

Since early October the Type 42 destroyer has been working to enforce UN sanctions against Iraq. Patrolling to the north of the Gulf, her boarding team has been regularly employed inspecting merchant vessels.

She became an integral participant in Operation Bolton, along with her fellow Armilla unit HMS Coventry assisting the Task Group led by HMS Invincible, now relieved by HMS Illustrious.

Visitors to the ship have included the C-in-C Fleet Admiral Sir Michael Boyce, Sheikh Saqr, the Emir of Ras Al Khaima and the world's longest reigning monarch, Baroness Thatcher, Chief of the Defence Staff Gen Sir Charles Guthrie – and, just lately, Defence Secretary George Robertson.

After leave and maintenance, the Nottingham will mostly be operating in home waters before entering refit early next year.

Life savers in Sierra Leone

THE ROYAL Navy has been playing a major role in helping an African country recover from a brutal dictatorship, reports Fiona Devine on board HMS Cornwall.

The Cornwall arrived in Freetown, capital of Sierra Leone, to find a population which had suffered indiscriminate violence, severe food shortages and lack of medical supplies.

Sierra Leone is the poorest country in Africa, and the fourth poorest in the world, and was plunged further into disease and privation after a military coup last May.

The ship's company of the Type 22 frigate were faced with scenes of widespread disease and poverty, and set about helping to restore the infrastructure. Need was assessed through requests from aid agencies and other organisations, co-ordinated through the British High Commission.

Commanding Officer Capt Anthony Dymock sent teams to ports, hospitals and schools in Freetown to assess the most critical needs.

Teams of engineers repaired container lifts, forklift trucks and vessels, all essential equipment to get the port running and ready to receive commercial traffic and aid. Cornwall also provided port vehicles with diesel fuel.

At the Children's Hospital medical supplies were very low and children were being fed small amounts of rice. Working parties from Cornwall brought milk and bread, cleaned and painted two wards and restored the water supply.

Surg Lt Elaine Tickle said: "The main medical problems are the diseases of poverty – parasitic illnesses like worms and scabies, malnutrition, tuberculosis and malaria."

"The coup caused a breakdown in the ability to get food and medicines into the country and, as a consequence, the child death rate and sickness rate has shot up."

Teams of volunteers worked for days in the Connaught Hospital, scrubbing out two operating theatres and restoring electricity and ventilation.

Once progress was being made in Freetown, Capt Dymock looked to help the more isolated towns in the interior.

A Sea King of 810 Naval Air Squadron A Flight was regularly met by hundreds of people in Bo. Each flight was made in fierce heat – temperatures inside the helicopter climbed well over 40 degrees – high humidity and thick dust.

"We have helped by delivering some essential drugs, several tons of rice and by taking in aid agency staff to help the community start to rebuild their lives," said RN chaplain Garth Petzer, who led the assessment team in Bo.

At the request of an hospital in Bo, six sailors from Cornwall and eight community volunteers helped dispose of a mass grave filled with unknown victims of Junta forces.

Total exhumation proved impossible without exposing workers to extreme risk of infection, so a pyre of timber and highly-flammable chemicals was created in the 28m square grave, and an Inter-Faith burial service was held.

The ship's company also played a key role in reopening two Freetown schools, closed since the coup and ransacked by Junta troops.

HMS Cornwall's personnel cleaned classrooms and repaired chairs, desks and windows.

Capt Dymock said: "The ship's company has been working hard in very hot and difficult conditions."

"Everyone has been shocked by the poverty and disease they have seen in Sierra Leone, but they have been extremely happy to have made such a positive contribution."

The Devonport-based ship was due to continue her work until she sailed on March 20, as *Navy News* went to press.

■ HMS Monmouth, which was relieved by HMS Cornwall, returned to Devonport last month.

From Rear to full Admiral in one move

IN AN appointment which breaks with Naval tradition, Rear Admiral Nigel Essenhigh has been selected for promotion to the four star post of Commander In Chief Fleet.

Unusually, he will skip the rank of Vice Admiral completely and become a full Admiral when he takes up the job at Northwood later this year.

Rear Admiral Essenhigh (53) is currently Assistant Chief of Defence Staff (Programmes) and his appointment is the latest in a varied career.

Born in Newcastle, he joined the Navy in 1963 and qualified as a warfare officer in 1972, specialising in navigation.

He has spent most of his time in the Navy at sea and has served in 16 ships, ranging from patrol boats and minesweepers to frigates, destroyers and an aircraft carrier.

In his last sea command he was Captain D5 in HMS Exeter which saw Service during the Gulf War.

He was promoted to Rear Admiral at the age of 48 and became Hydrographer of the Navy, the first 'non-specialist' to hold that post.

When he takes up the role of CINC FLEET he will become one of the three most senior officers in the Royal Navy, alongside the First and Second Sea Lords.



It's the way he tells 'em . . .

THE QUEEN enjoys a joke with Capt Bob Turner, commanding officer of HMS Ocean, at the naming ceremony for the Navy's first purpose-built helicopter carrier at Barrow-in-Furness.

Accompanied by the Duke of Edinburgh, the Queen was met by the Second Sea Lord Admiral Sir John Brigstocke and a guard of honour provided by the appropriately titled

local Sea Cadet unit TS Sovereign.

Following a blessing by the Rev Ian Davies, the traditional bottle of champagne was broken across the 20,500 tonne ship's bows.

The royal couple then walked along the quayside meeting families before moving on board to tour the ship and talk to members of the ship's company, visiting the hangar, flight deck, medical complex, galley, dining halls, operations room and bridge.



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TIME FOR A BREAK



Navy News Museums Guide 1998 – Part 1





● The Tulip Staircase in the Queen's House, Greenwich. It was the first cantilevered staircase – built without a central support – in Britain when it was designed by Inigo Jones in 1616.

£20 million revamp at gateway to Millennium

THE APPROACH of the Millennium has a special significance at Greenwich, home of the National Maritime Museum and of the associated Old Royal Observatory. For the museum itself, it means the culmination of a project costing almost £20 million which will radically revitalise the whole west wing, transforming the museum galleries.

And the Observatory, the point at which time itself is measured – from the Greenwich Meridian – will form the 'gateway' to the new century.

On New Year's Eve 1999, Greenwich will host one of the world's biggest celebrations, comprising live music, pageant and spectacular displays – with live broadcasts beamed around the world.

By that time, the Museum's £20 million redesign – the Neptune Court project – will be complete. Effectively it will create a new museum for the 21st century, with 16 new galleries displaying more of the Museum's collection than ever before, as well as better facilities and easier access for the half a million people who visit the museum each year.

Over half the cost has been met by the National Heritage Lottery Fund and is scheduled to be open to the public in just over a year.

Meanwhile there is plenty to see now at the museum, which holds a collection of maritime paintings, ship models, wooden sailing boats, royal barges and historic photographs which is unrivalled anywhere in the world.

The galleries and collections tell the story of Britain and the sea, from prehistoric, Roman and medieval times through to the present, combining interactive fea-

tures for children with superb educational, library and conference facilities.

To celebrate the 'Nelson Decade' – the ten years culminating in 2005 with the bicentenary of the Battle of Trafalgar – the museum in 1995 opened a major exhibition charting the course of Nelson's life through over 600 artefacts, audio-visual displays, sculptures, paintings and ship models.

A computer-animated version of the Battle of Trafalgar has been produced by Jim Henson's Creature Shop, of Muppets fame. And the uniform jacket worn by Nelson at Trafalgar is also on show, with the hole in the left shoulder where he received the fatal shot.

Even more gruesome a relic is a

tourniquet used to stem his bleeding during the amputation of the hero's right arm.

In 1992 a ground floor gallery was devoted to 20th century seapower where the grandest of many models is a 17ft long example of the World War II battleship HMS King George V.

Among other attractions which form part of the museum is the Queen's House, in Royal Greenwich Park, begun in 1616 by Inigo Jones, Surveyor of the King's Works, for Anne of Denmark, King James I's queen. However, by the time it was completed in 1638, Britain's queen was Henrietta Maria, the French wife of Charles I. The building will house the Millennium exhibition *The Story of Time throughout the year 2000*.

The museum also includes the clipper ship *Cutty Sark* which since 1954 has been preserved in dry-dock at Greenwich as a monument to the British merchant seamen of the age of sail. Nearby, and also open to visitors is the ketch *Gipsy Moth IV* in which Sir Francis Chichester completed his epic, round-the-world voyage in 1967, at the age of 65.

Newest of the Museum's exhibitions was opening on April 2 this year and commemorates the four months that Russian Tsar Peter the Great spent in England from the beginning of 1698 to learn about shipbuilding in the Royal Dockyards – and navigation astronomy at the Royal Observatory. The exhibition continues at the Queen's House until September 27 this year.

DATA FILE

OPENING TIMES: 10am-5pm (all sites) seven days a week except Dec. 24-26. Parts of the museum will be subject to closure during the current Neptune Court development work. Telephone to confirm gallery availability.

ADMISSION: Adults £5 (concessions £4), children £2.50, family (two adults and up to three children) £15. Each ticket also gives admission to the Old Royal Observatory and Queen's House. Tickets are also valid for a second visit within 12 months of the first.

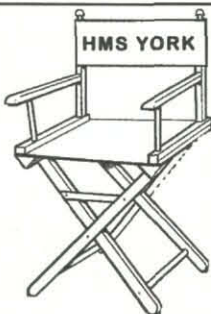
DISABLED ACCESS: The Friends of the Museum will provide talks and tours, handling sessions and general assistance for visitors with special needs, although the Friends cannot undertake carer roles. The service must be booked in advance on 0181 312 6608.

INFORMATION: 0181 858 4422 or (24-hour line) 0181 312 6565.

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Nauticalia

Major boat display by year 2001

THE CONSTRUCTION of a world-class building to display Cornwall Maritime Museum collections and the boat collection of the National Maritime Museum is beginning at Falmouth this year, with the help of Lottery money, and will be open to visitors by the year 2001.

The Cornwall Museum initiated a partnership with the National Maritime Museum to form what will become the National Maritime Museum Cornwall which expects to attract 170,000 visitors a year with dynamic displays to rival the best of the London museums.

The National Maritime Museum's boat collection dates from the 18th century to the present, and includes an ornate and gilded Thames rowing barge which in the 1700s was used to ferry commissioners of the Navy, and a pulling barge from the Royal Yacht *Victoria and Albert*.

The home of time

THE OLD Royal Observatory at Greenwich is sited in the 200 acres of Royal Greenwich Park. It is the home of Greenwich Mean Time and the Prime Meridian Line.

Designed by Sir Christopher Wren in 1675, the Observatory is, by international decree, the official starting point for the new Millennium. Visitors can stand in both the eastern and the western hemispheres simultaneously by placing their feet either side of the Prime Meridian Line.

The Observatory galleries unravel the extraordinary phenomena of time, space and astronomy; the building has London's only camera obscura, and the Planetarium allows visitors to explore the wonders of the heavens.

■ Data file as National Maritime Museum.



● The Prime Meridian Line – one of the most important historic scientific sites in the world.

FRONT COVER

From the specially commissioned cartoon by Ralph Steadman complements the collection of Nelsonian cartoons which form part of the National Maritime Museum's *Nelson Decade* exhibition.

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LOWESTOFT MARITIME MUSEUM

ESTABLISHED 30 years ago, Lowestoft Maritime Museum standing in the town's Sparrow's Nest Park, specialises in the history of the local fishing fleet – but also depicted is the town's wartime association with the Royal Navy.

A replica of the aft cabin of a steam drifter shows the crew's quarters. There is also a fine collection of models, a picture gallery and a collection of shipwrights' and coopers' tools.

The museum, which attracts 7,500 visitors a year, is run privately by a registered charity – Lowestoft and East Suffolk Maritime Society. It is self financing and receives no grants. Nevertheless, in 1978 it opened an extension, the ceremony being performed by the Duke of Edinburgh.

DATA FILE

OPENING TIMES: May-Sept daily 10am-5pm (last admissions 4.30).

ADMISSION CHARGES: Adults 50p, children and senior citizens 25p. Organised parties by arrangement (will open for parties of six or more out of season).

FACILITIES: Free car parking opposite, wheelchair access, school packs available, speakers available for schools, clubs, etc. Park has restaurant and coffee house, licensed bar, picnic areas, toilets.

ACCESS: Under the lighthouse on Whapload Road, Lowestoft.

INFORMATION: 01502 561963.

SUBMARINE TELEGRAPH MUSEUM

AN UNDERGROUND museum at Porthcurno, Cornwall, tells the story of submarine telegraphy – international communications via cable on the seabed.

On display is an unrivalled collection of historic telegraph equipment dating from Victorian times to World War II.

The museum, housed in wartime tunnels, is run by the Trevithick Trust and has recently won a Heritage Lottery grant. As a result refurbishment work means that the museum will be closed until May 18.

DATA FILE

OPENING TIMES: Each Friday 11am-3pm and each Weds. 11-3pm until end of Oct. Tours (maximum 20) from beach every hour from 11am.

ADMISSION CHARGES: Adult £3, concession (senior citizens and unemployed, etc.) £2.50, children £1.50, family £8. Educational group bookings available.

ACCESS: Follow Land's End road (A30) west from Penzance, turn left to St Buryan, then follow signposts to Porthcurno. Park at the Cove.

INFORMATION: 01209 612142.

King Billy: a figure of mystery

PLYMOUTH NAVAL BASE MUSEUM

A UNIQUE collection reflecting Plymouth's Naval past forms the core of Plymouth Naval Base Museum, which was opened in 1996.

On display there are Victualling Store items from the old Royal William Yard (closed in 1992), including uniforms, badges, silver, china, kitchware and personal kit.

They are survivors of fire and war over the past 150 years, and are complemented by a large collection of 15,000 books, documents, plans and photographs.

Many more artefacts and documents continue to be added, the whole collection being the responsibility of a Museum Trust which seeks to generate supporting funds through admission charges, grants and sponsorship.

Plymouth Naval Base also boasts the best collection of figureheads, started in the 1930s. On display outside and inside the museum are four fine examples from 1816-63.

For years one of the figures outside the museum has been referred to as the Duke of Wellington, but recent research has discovered that it was from a vessel called Wellington.

The latest arrival of Victoria from HMS Cambridge was originally on a vessel called Victoria (launched 1844), was switched to Windsor Castle in 1855 before ending up in the training hulk HMS Cambridge in 1869.

After a period of storage in Devonport, the figurehead emerged again in 1930, becoming Windsor Castle again until moved to HMS Drake's grounds in the 1960s, there being renamed Royal Adelaide.

She then went to Manadon in 1970 where she received an expensive facelift. Ten years later, during a visit by the Prince of Wales, he enquired after the figurehead, and an investigation was launched which discovered its true identity.

But the greatest mystery at the museum is the King Billy figurehead. There is evidence that he was intended for the top of the Devonport Column when Plymouth Dock was changed to Devonport Dockyard in 1824, during a visit by King William IV.

However, King Billy could have been from the 120-gun ship of the line HMS Royal William. Despite these (so far) unsolved facts, the figurehead is known locally as King Billy, and probably always will be.

Over the years the figures rot and eventually will be beyond repair. But at Devonport Dave Brown, a member of the Society of Friends of the



● A miniature reproduction of the figurehead of 'King Billy' at Plymouth Naval Base Museum.

Museum, has used his carving skill to reproduce miniatures of the base's ten figureheads in yellow pine.

Rubber moulds are used by another member, Dave Scoble, to cast the figures in resin. They are then painted by Dave Brown and are available on order from the museum.

DATA FILE

OPENING TIMES: As the museum is within the Naval Base, access has to be by appointment on 01752 554582 or 554899. Organisation and individual visits (no minimum age) last about 2.5 hours and include the historic South Yard and execution cell. Full Day Tour (minimum aged 5) and schools and youth organisations (minimum age 12) – guided tours begin at about 9.30am. After lunch in HMS Drake, the party takes a river trip around the dockyard (weather permitting) and visit the Frigate Reef Complex.

ADMISSION CHARGES: None, although donations are appreciated from members of organisations and individuals.

FACILITIES: Small cafe and gift shop. No transport provided.

● This uniform coat worn by Nelson at the Battle of Trafalgar in 1805 is on display as part of the National Maritime Museum's Nelson Decade exhibition. The hole in the left shoulder made by the musket ball which mortally wounded him can be seen clearly.

● Left: In contrast, the museum also has this mock-up of the torpedo compartment of an old A-class submarine, authentic in every detail and to scale.

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THE SHUTTLEWORTH COLLECTION

THESE TWO rare flying examples of Royal Navy fighters from both World Wars are included in the Shuttleworth Collection on display at Old Warden Aerodrome near Biggleswade in Bedfordshire.

The aircraft are a Sopwith Pup, acquired by Richard Shuttleworth in 1936, and a Hawker Sea Hurricane built in 1941 and restored to flying condition over nearly ten years, from 1986.

Both are popular performers at Old Warden Aerodrome where the history of flight is depicted from the early 1900s to the early years of World War II.

Housed in seven hangars, the collection includes veteran and vintage cars and motorcycles which can be seen on flying days, scheduled this year for May 3 & 16, June 7 & 20, July 5 & 18, August 2 & 16, Sept 6 & 19.

DATA FILE

OPENING TIMES: Every day for static viewing (10am-4pm March-Oct., 10am-3pm Nov.-Feb.). Flying displays begin at 2pm, and sunset flying displays at 6.30.

ADMISSION CHARGES: £6 (group rates for at least 20, £4); senior citizens, students and 5 to 16-year-olds, £4 (groups £2 per person); family ticket (two adults, two children) £15; school parties £2 per student - preferential rates for accompanying adults. For flying displays on first Sunday of month - Driver only, £9; driver and passenger, £15; driver and 2-4 passengers, £22; pedestrians and cyclists, £6; senior citizens, children and student coach passengers, £4.

FACILITIES: Gift shop, restaurant, playground, wheelchair access to all areas of Collection.

ACCESS: Shuttleworth is 50 miles north of London and is two miles off the A1.

INFORMATION: 01767 626227.

THOSE MAGNIFICENT MEN IN THEIR FLYING MACHINES



THE FLEET AIR ARM MUSEUM

THE FLEET Air Arm Museum at RN air station Yeovilton, Somerset is one of the world's largest aviation museums, with over 90 historic aircraft on display, including the British prototype of Concorde which first flew from Filton airfield near Bristol in 1969.

The history of British Naval aviation is depicted through service aircraft, technical equipment, documents, photographs, uniforms, medals and memorabilia.

The displays are presented in chronological order and are designed to appeal to the museum's visitors of all ages.

A First World War tableau includes a Sopwith Pup, Camel and Triplane, a Spad XIII, an Albatros DVa and a Fokker Triplane - the type made famous by Germany's Red Baron, Manfred von Richthofen.

Sea Gladiator

The mid-war display includes a Gloster Sea Gladiator - immortalised by Faith, Hope and Charity, three of the type which reputedly formed part of Malta's meagre air defences early in the Mediterranean war.

The World War II exhibition includes a Walrus seaplane, a Swordfish torpedo bomber and a Fairey Fulmar, as well as many other carrier-based planes. Also featured is a section on the Women's Royal Naval Service who carried out a range of support roles, including aircraft maintenance.

An exhibition featuring post-war conflicts includes a Hawker Sea Fury and a MiG-15 jet fighter, adversaries during the Korean War in which a Fury from HMS Ocean became the first FAA fighter to shoot down a jet.

One of the most spectacular displays is a representation of one of the Royal Navy's big carriers of the 1970s, featuring aircraft ranged on the flight deck and a tour of the ship's 'island' to see the various departments of the ship, including the bridge.

Dealing with more recent years, the Harrier exhibition has a Hawker P1127, prototype of all Harrier variants.

A major revamp of the Concorde Hall, entrance and shop is due to start this year.

In addition to the displays, the museum's Records and Research Centre assists hundreds of enquirers each year, who conduct their research in person or by post, using the museum's very large collection of photographs and documents. There are charges for this service and for copies of photographs.

DATA FILE

OPENING TIMES: Every day except Christmas Eve, Christmas Day and Boxing Day. April-Oct. - 10am-5.30pm, last admission 5pm and last 'flights' to carrier 4pm. Nov.-March - 10am-4.30pm, last admission 4pm and last 'flights' to carrier 3pm.

ADMISSION CHARGES (from April 1998): adults - £6.80, children 5-16 - £4.50, senior citizens - £5.80, family ticket (two adults and two children) - £18. Group rate - £4.50 per adult, £3.50 per child or senior citizen. Groups (minimum size

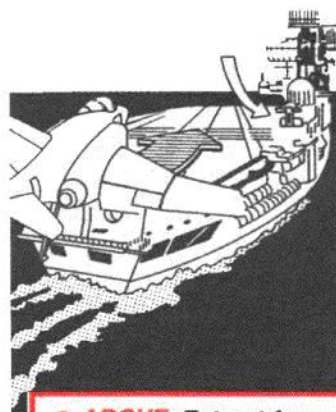
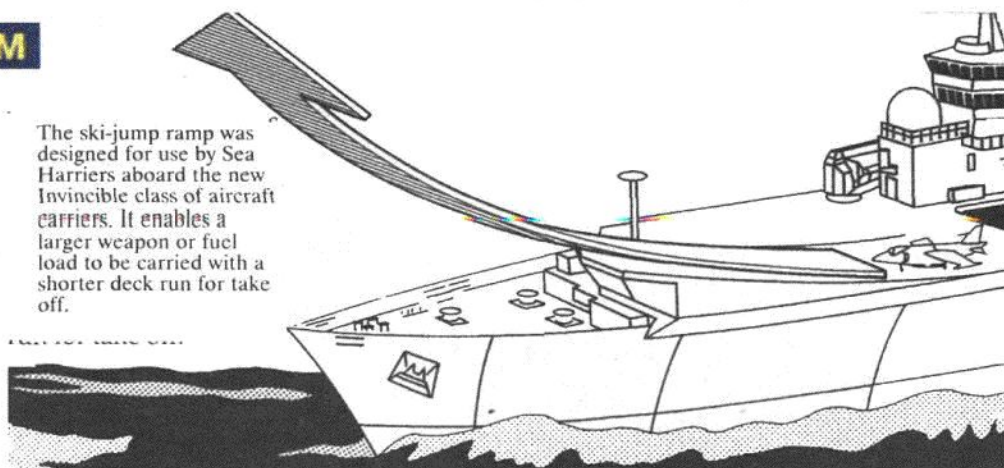
15) are advised to book in advance. Pre-booked school groups - £2.75 with free admission for accompanying adults on a ratio of 1:10; additional adults £4.

FACILITIES: Guided tours for groups by prior arrangement (call 01935 841524). Swordfish restaurant. Entertainment centre.

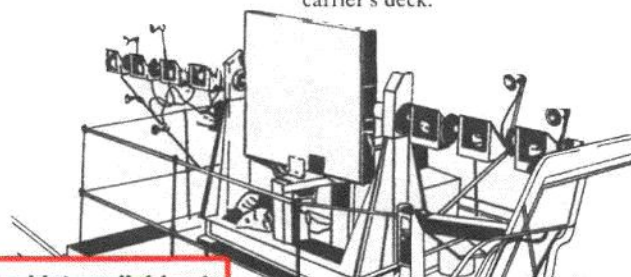
A grassed picnic area is sited outside the museum and indoor facilities are available during winter by prior arrangement.

There is free car, caravan and coach parking

The ski-jump ramp was designed for use by Sea Harriers aboard the new Invincible class of aircraft carriers. It enables a larger weapon or fuel load to be carried with a shorter deck run for take off.



The aircraft carrier mirror landing sight enabled a pilot to assess and maintain the correct angle of approach on a carrier's deck.



● **ABOVE:** Extract from a booklet available at the Fleet Air Arm Museum. Through line drawings, it tells 'The Story of Aviation' from man's first attempts at flight to BAe's concept for a re-usable, piloted stratospheric aircraft. **RIGHT:** Part of the museum's World War I tableau, with a Sopwith Pup in the foreground and a Sopwith Triplane in the air.

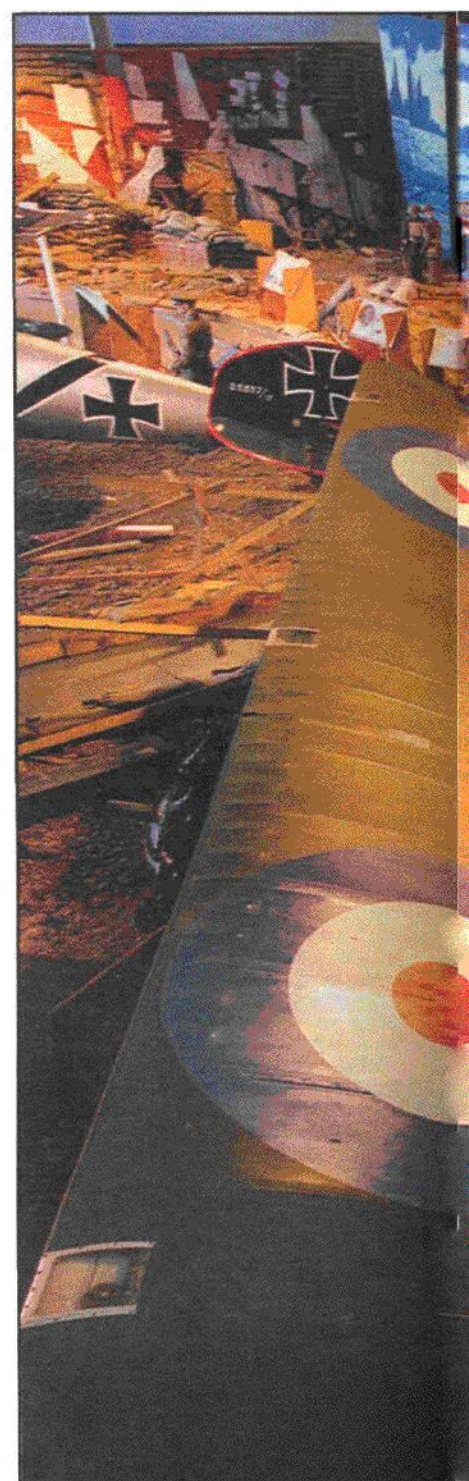
SHOREHAM AIRCRAFT MUSEUM

Enthusiasts who dig up the past

SHOREHAM Aircraft Museum is run by local enthusiasts in the Kent. It was set up as a lasting tribute to the flying Fleet Air Arm fliers. It houses a collection of aircraft donated by the group over many years from the Fleet Air Arm.

Other items have been donated to the museum, including flying helmets, uniforms and insignia.

All proceeds are used for the museum's upkeep, with any remaining funds going to the Shoreham Club, a charitable organisation for the benefit of World War II.



real thing



Celebration year for Newark's 90-plane display

BOASTING one of the finest displays of rare British, US and European aircraft in Britain, Newark Air Museum is this year celebrating its 25th anniversary of being open to the public.

Since 1963 the museum has built up a collection of over 90 planes and helicopters at Winthorpe Airfield in Newark, Nottinghamshire.

They include a Hawker Sea Hawk, a Gannet airborne early warning aircraft, a Buccaneer strike aircraft and a Sea Vixen.

Over half the collection is under cover in the display hall, where there are also 30 restored aero engines.

Main celebration of the museum's silver jubilee takes place on April 10-14 and will feature light aircraft flying, competitions, an Easter egg hunt as well as other entertainment.

Later this year the museum, run by volunteers, hopes to start work on a new Aviation Interpretation and Visitor Centre and has launched a series of fund-raising events throughout the year, including aviation and avionics car boot sales on May 9, July 4 and September 5.

DATA FILE

OPENING TIMES: Every day except Christmas Eve, Christmas Day and Boxing Day. April-Sept. - 10am-5pm (weekends and bank holidays 10am-6pm). Oct.-March - 10am-5pm. Nov.-Feb. 10am-4pm.

ADMISSION CHARGES: Adults £3.50, over-60s £2.75, children £2.50 (50p per person discount for disabled, students, UB40 holders and parties of at least ten).

FACILITIES: Cafe, souvenir shop, free car and coach parking, toilets for disabled.

ACCESS: By car from A1, A46, A17, A1133 and Newark bypass, by public transport via short taxi ride from Newark Northgate or Newark Castle railway stations, or Newark bus station.

INFORMATION: 01636 707170.

NEWARK AIR MUSEUM



● This former Royal Navy carrier-borne airborne early warning Gannet is among Newark Air Museum's large collection of old aircraft.



● The remarkable restoration work carried out by the voluntary workers at the Newark museum is illustrated here with this Buccaneer which arrived in the condition shown above and is now on display (below) looking as good as new.



as founded 20 years ago village near Sevenoaks. o all the airmen who fought during World War II, including hundreds of relics excavated crashed British and German

d there is a fine collection of a. recovery and preservation of going to the RAF Guinea Pig severely burned Allied airmen

DATA FILE

OPENING TIMES: 10am-5pm each Sunday May-Sept. Parties by prior arrangement. **ADMISSION CHARGES:** £1, children free.

FACILITIES: Tea room.

ACCESS: The museum is off the A225 near Sevenoaks, and is near Shoreham station and Countryside Centre.

INFORMATION: 01959 524416.

● One of the paintings by the Shoreham museum founder, Geoff Nutkin. His works hang in a gallery on the site and are evocative of the war skies over Britain. He also paints dramatic representations of the air war from the German viewpoint.

WORLD-CLASS HERITAGE SITE ON THE MEDWAY



● HMS Gannet, the only surviving Victorian sloop being restored to her looks in the 1880s at Chatham Historic Dockyard, and (below) a preserved J-class submarine, HMS Ocelot.

CHATHAM HISTORIC DOCKYARD

ONE OF THE major Naval museums to benefit from the Heritage Lottery Fund, Chatham Historic Dockyard is undertaking a 'Millennium' package which will ensure that the area becomes a world-class heritage site at the heart of the Medway towns.

A £16 million plan was announced last September, over half the cost being met from Lottery money.

Most of the dockyard forms a true time capsule. The majority of buildings there have survived from the 18th century – a time when Chatham Dockyard built and launched no fewer than 125 ships, including HMS Victory, Nelson's flagship at Trafalgar.

In partnership with Medway Towns Council, English Heritage, and the Government's Department for Culture, the Historic Dockyard Trust will use the extra finance to restore more of the Dockyard's impressive buildings.

The 80-acre site has 47 scheduled ancient monuments including covered slips, a wheelwright's shop, wooden galleries, ordnance

galleries, lofts, a church and a working 19th century ropery. Last year 110,000 visitors were welcomed to the main site.

Seven museum galleries tell the dockyard's story, and include a 25ft model of the Victory, built for the 1941 film *That Hamilton Woman* starring Vivien Leigh and Lawrence Olivier.

One dry dock is occupied by the last surviving sloop from the Victorian Navy, HMS Gannet.

Built on the River Medway at Sheerness in 1878, Gannet was designed to police the furthest waters of the British Empire. Before the turn of the century she saw service in the Pacific, protecting British citizens in Valparaiso during war between Chile and Peru, and in the Red Sea defending Port Suakin after the fall of Khartoum.

In 1902 she was converted into a drill ship for the RNR, serving as HMS President until 1911. Two years later she was lent to TS Mercury, a boys' sea training school and remained as a dormitory ship on the River Hamble in Hampshire until the school closed in 1968.

She was acquired by the Maritime Trust in 1971 who, in 1987 chartered her to Chatham Historic Dockyard for restoration.

Now owned by the Dockyard, the work on Gannet is continuing with the aim of restoring her to her condition of 1886. The new funds will enable the Dockyard Trust to complete the reconstruction, creating a major new attraction to the site.

A multi-media audio-visual theatre is planned on board, allowing visitors to discover what life was like in a ship of Queen Victoria's Navy.

Other improvements will include a new visitor entrance with easy access to and from the Medway Tunnel, car-park landscaping and a museum square creating a new focal point for visitors and those who live on the site.

Many of the existing galleries will be refreshed with increased inter-activity for younger visitors and family groups.

Plans include an on-site trans-



HARWICH MARITIME MUSEUM

HARWICH's long established connection with the training establishment HMS Ganges, which closed in 1976, is highlighted in one of the rooms in the town's Maritime Museum.

Housed in The Low Lighthouse – built in 1818, the museum occupies a site not far from the establishment which had a 77-year history afloat and as a stone frigate.

Models and photographs of Fleet Air Arm aircraft are also among the museum's RN items,

while one room is dedicated to the now defunct RN Auxiliary Service.

The museum is run by volunteers and welcomes 3,000 visitors a year.

DATA FILE

OPENING TIMES: 10am-5pm daily from Easter Sunday to end of Oct., except Sat.

ADMISSION CHARGES: Adults 50p, accompanied children up to 16 free.

INFORMATION: The Curator, The Harwich Society, 22 Harbour Cresc., Harwich, Essex.

MUSEUM OF SMUGGLING HISTORY

A DECEPTIVELY small building in the Botanic Garden near Ventnor, Isle of Wight, houses 300 exhibits which tell the 700-year story of the island's smugglers.

Building up The Museum of Smuggling History has been the lifelong work of Ron Dowling RNVR (retd) who was involved in contraband control in Aden during World War II.

DATA FILE

OPENING TIMES: Daily April 1 to end of Sept., 10am-5.30pm.

ADMISSION CHARGES: Adults £1.90, children and senior citizens £1. Children under the age of seven, free with adult. Special rates and free questionnaires for school parties.

FACILITIES: Car and coach parking. **ACCESS:** In the Botanic Gardens, on the A3055 one mile west of Ventnor. **INFORMATION:** 01983 853677.

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LAIR OF THE BIG GUNS

FORT NELSON & THE ROYAL ARMOURIES

THE MIGHTY Victorian bastion of Fort Nelson at Fareham, Hampshire has in recent years acquired an important collection previously housed in the Tower of London.

The Royal Armouries, dating from the 15th century, displays one of the most varied collections of artillery in Europe. At Fort Nelson, imaginative scenes and events tell the story of artillery from its earliest days.

There are 18 galleries full of carefully restored exhibits, with guided tours and audio-visual presentations. Daily live firings show the awesome power of the guns.

The collection includes fortress guns from India and China, French cannon captured at Waterloo, and sections of Iraq's infamous 'supergun'.

Fort Nelson itself is an intriguing, 19-acre site which has changed little over the 160 years since it was built as part of a network of defences to protect Portsmouth from a feared French attack.

Now fully restored, the fort includes massive guns and mortars on the ramparts, tunnels and underground ammunition stores. Above ground, the buildings include a restored barrack room once occupied by volunteer soldiers of the late 1800s.

A rather more gruesome exhibition of Tower of London items is on display there until June 30. The special collection centres on the torture and execution that awaited prisoners of the Tower.

Among the relics is the block used at the execution of Lord Lovat in 1747, as well as an executioner's axe, thumb-screws, manacles and a fearsome device known as the 'Scavenger's Daughter'.



● A live firing display at Fort Nelson, involving a replica of a medieval cannon, guns of Napoleon's superb Imperial Guard, World War I guns, and a World War II self-propelled gun.

DATA FILE

OPENING TIMES: Daily 10am-5pm until Nov., then Thurs.-Sun. 10.30-4pm until end of Feb. (Daily opening for Feb. half-term). Last admission one hour before closing.

ADMISSION CHARGES: Adults £4.25, senior citizens £3.50, children and card-carrying students £2.80. Family - two adults/two children £10, two adults/three children £12. Groups (ten or more) - adults £3.45, senior citizens £2.70, children £2. Organised school visits - £1.25.

FACILITIES: Guided tour and acoustic guide (handset) included in price. Powder Keg restaurant and coffee shop. Toilets for disabled.

ACCESS: Situated at Down End Rd, Fareham, a mile from M27 junction 11.

INFORMATION: 01329 233734.

WESTERN APPROACHES HQ

UNDER the streets of Liverpool is what was once Britain's nerve centre in the Battle of the Atlantic.

A labyrinth of rooms covering 50,000sq ft forms the Western Approaches museum where Wrens and Waafs were among those working under constant pressure to mastermind the defeat of the U-boats.

On show are the main operations room, the Admiral's office, teleprinter station, a reconstructed educational centre, an

Anderson air raid shelter and a 'bombed out' room, bringing a dramatic period vividly to life.

All rooms are audio-linked for any unaccompanied tours.

DATA FILE

OPENING TIMES: March 1 to Nov. 1, 10.30am-4.30pm. Closed Fri. & Sat. Last admission 3.30.

ADMISSION CHARGES: £4.75, concessions and children £3.45, family tickets £9.95. Groups of ten or more £2.99.

ACCESS: In Rumford St behind Town Hall.

INFORMATION: 0151 227 2008.

BRIGHTON FISHING MUSEUM

BRIGHTON's historically important sea fishery and the seafront are vividly presented through a wide variety of artefacts at the town's Fishing Museum.

It was established in 1994 as a small, independent museum in co-operation with the local fishing community.

Exhibits include models, photographs, film and paintings, with an audio presentation of fishing folk talking and singing.

Also on show is a Naval 2pdr gun dating from 1800 and dug out of Brighton beach.

In conjunction with the fishing community, the museum organises the annual Brighton Mackerel Fair, which this year takes place on May 18.

DATA FILE

OPENING TIMES: 10am-5pm daily.

ADMISSION: Free, donations welcome.

ACCESS: 201 Kings Rd Arches, Brighton.

INFORMATION: 01273 723064.



Each year over one million **COOL CATS** come to The Great Thorpe Park in Surrey, one of Europe's leading **FUN** parks. World famous attractions

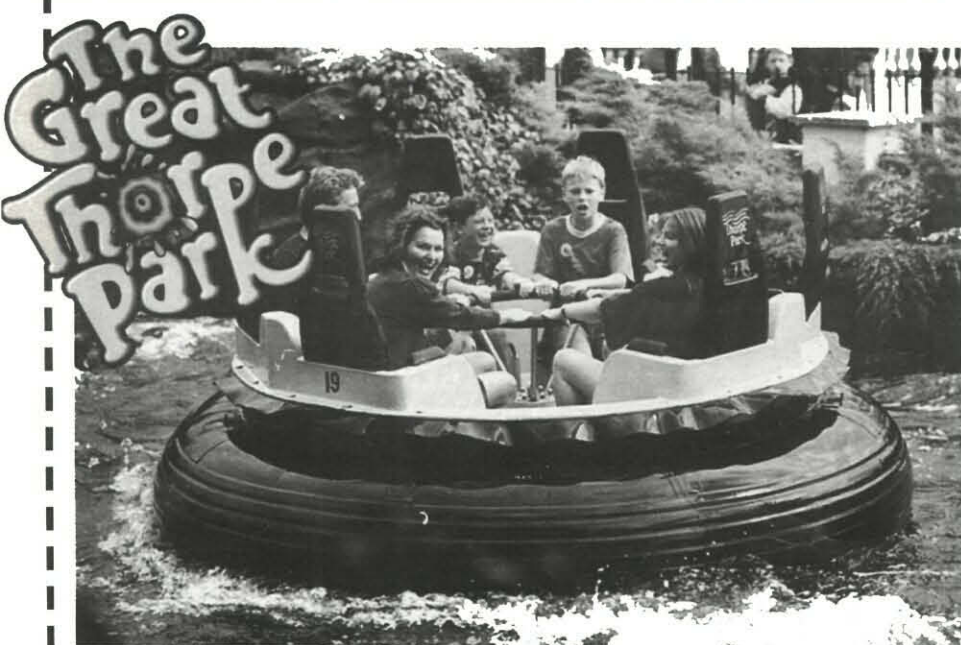
include X:\ No Way Out, Thunder River, Loggers Leap, Depth Charge, Mr Monkey's Banana Ride, The Flying Fish and NEW FOR 1998, Wet, Wet, Wet and fantastic Dino Boats.

... it's a **HUMONGOUS** day out for everyone!

HEY COOL CATS! KIDS GO FREE!



<http://www.thorpepark.co.uk>



Thunder River!

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THE GREAT THORPE PARK
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TEL: 01932 562633

Simply present this voucher at the pay kiosks of The Great Thorpe Park for one **COOL CAT** ticket worth £13, valid for guests under 14 years, for **FREE** admission. Each free Cool Cat under 14 years must have a separate voucher and be accompanied by an adult purchasing a full price ticket.

FREE ADMISSION!

Conditions: It is valid only on or between the dates indicated and cannot be used in conjunction with any other offer, voucher or promotion, and is not valid against Plan Ahead Family Supersaver, Come Back Soon or Price Busters tickets or any other category of ticket. This voucher is invalid if sold or offered for sale. Not negotiable. Height restrictions apply on some rides. Children under 1m admitted free at all times.

